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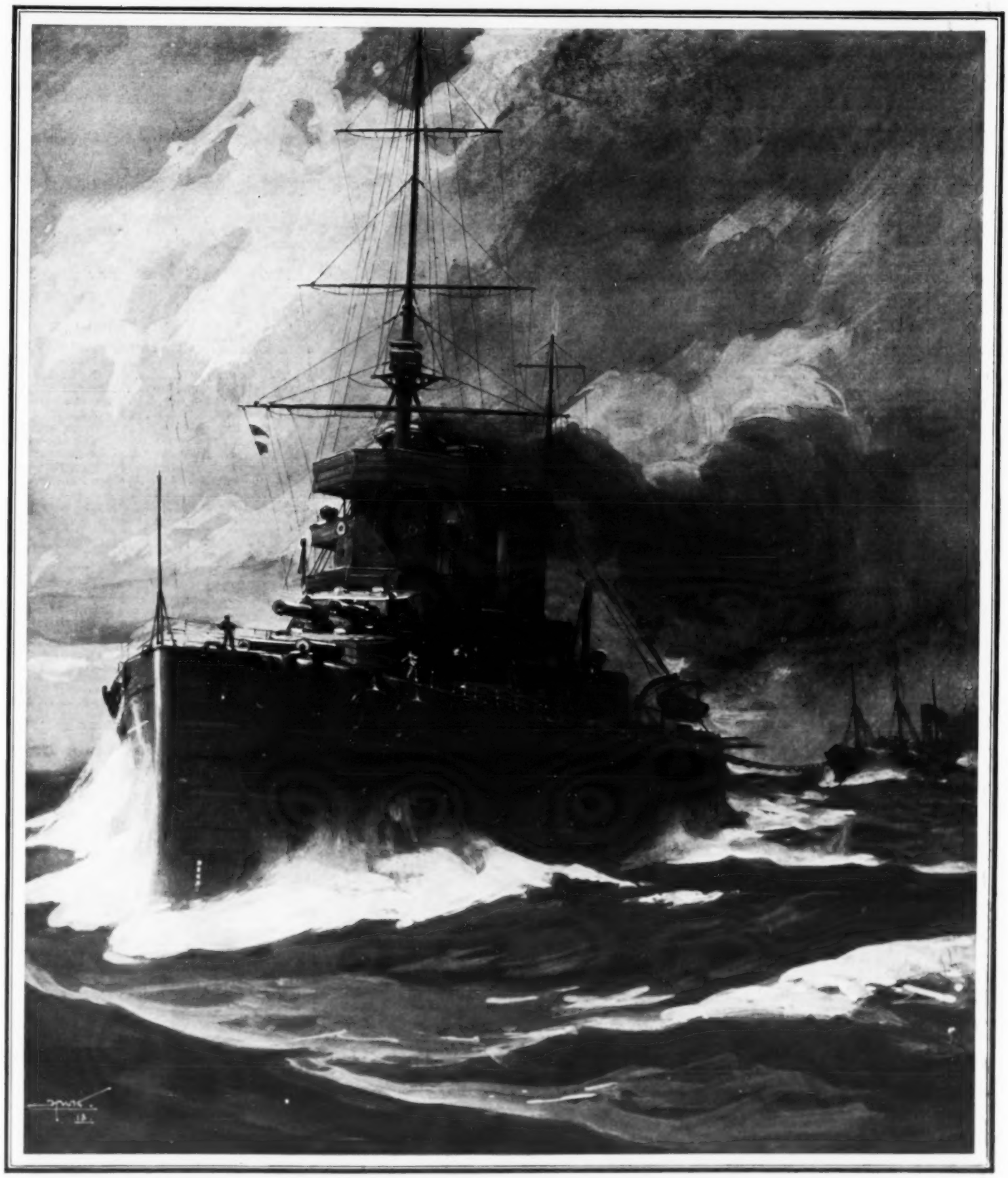

ONE GREAT ADVANTAGE OF THE "OIL ONLY" BATTLE-SHIP: FACILITY IN BUNKERING AT SEA, BY MEANS OF A PIPE-LINE BETWEEN WAR-SHIP AND TANK-STEAMER.

Mr. Churchill's recent speech on the Naval Estimates brought into prominence the immense future of oil fuel in the Navy. Among the numerous advantages which oil possesses over coal is the fact that it simplifies enormously the task of "bunkering" at sea. In his book on "Oil Fuel and the Empire," Mr. J. D. Henry writes: "A tank steamer . . . would have numerous advantages over a collier turned out at the same price. She would probably carry a little less cargo, but it would consist of a better and more valuable fuel . . . and she would steam faster and keep up a more regular speed, while it would obviously be much easier to take in . . . fuel from her at sea, when only hose connections would be required between the two ships, than . . . to transfer coal with the complicated arrangements and gear of a steam collier."

DRAWN BY OUR SPECIAL ARTIST, H. W. KIRKBRIDE.

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TO THE CONTINENT

Via HOOK OF HOLLAND (British Royal Mail Route) Daily by Turbine Steamers. Liverpool Street Station dep. 8.30 p.m. Through Carriages and Restaurant Cars from and to the Hook of Holland alongside the steamers.

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London Bridge	8 21	—	10 15	11 21	1 50	4 2	4 50	—	7 15

* Not to the Isle of Wight. † Not to Pulborough and Midhurst.

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	a.m.	a.m.	a.m.
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Clapham Junction	8 36	—	—
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THE IDEAL GOLF COURSE.

(See Double-Page Illustration.)

THERE are certain essentials to the making of a first-class golf course, and when it is a question of an ideal course, these essential qualifications must be added to and improved upon. First, the course must be situated by the seaside, and amongst the sand dunes which provide a turf which is the joy of the true golfer, and hazards which are acknowledged to be the most desirable for testing the skill and temper of the devotees of the Royal and Ancient Game. Secondly, the club-house should be so situated that there shall be at least two starting-points within easy reach. Thirdly, there should be no crossing in playing the course, and it should be hardly possible, when playing a hole, to wander off on to the fairway or green of another hole. Fourthly, there should be at least four "one-shot" holes of varying lengths, so that the "two-shot" holes may be long enough to cope with the almost daily improvement in clubs and balls. Fifthly, not more than two holes should be played in the same direction consecutively. Having got so far with essentials, it is disconcerting to remember that for some years past a plébiscite of amateur golfers has placed St. Andrews in the first position of existing golf courses, and that in only one point does it fulfil our conditions. However, the course we have to discuss to-day is intended to surpass all our old friends, and it will be seen that it is divided by a "burn" into two halves, with nine holes to the left and nine to the right, all in full view from the club-house, which is situated on an eminence with glorious views of sea and land. The course is on a tongue of land facing south-east, and the sand-hills have so "arranged" themselves as to allow for the various fairways to pass amongst them.

The First Hole has a hill to carry about 100 yards from the tee, and further on, at 180 yards, is a second ridge, and on it a bunker which must either be carried or avoided. Once past this hazard, a full iron or cleek shot will find a crater green not too severely guarded—a first hole should not be too difficult. A par four.

The Second Hole is a drive and a pitch—345 yards. The drive must be very straight, and long enough to rise or carry on to a plateau; from thence a very accurate pitch will find a small and well-guarded green. A par four.

The Third Hole calls for two grand shots. The tee-shot must be to the right, and to get there must carry or skirt a bunker nearly 200 yards from the tee. If the tee-shot goes to the left, a bunker in the left face of the green will make it very difficult to get on in two. A fine straight second will reach a double-plateau green. A difficult par four—423 yards.

The Fourth Hole is a one-shot hole of 186 yards; a long narrow green, closely guarded; a bunker to carry 130 yards from tee. A difficult par three—cleek or spoon shot.

The Fifth is another fine "two-shot" hole. Here there is a big hill to be carried or run over some 200 yards from the tee. Once over, a fine spoon shot will reach the green, which is well guarded. A half-moon bunker will catch any bad seconds. 435 yards—a difficult par four.

The Sixth Hole is a "three-shotter." There is a ridge to carry with the second 320 yards from the tee, with bunkers in it, and a big bunker short of the green. 520 yards—a par five.

The Seventh Hole is 165 yards long. This is on the lines of the celebrated "Redan" at North Berwick. To reach the hole, the ball must be played off the hill to the right—otherwise a high shot with much "stop" must be played. A par three.

The Eighth Hole is a drive and an iron hole, but the drive must be long and to the right, otherwise the high plateau to the left will prevent the second shot finding the closely guarded green. 400 yards—a par four.

The Ninth Hole is long, and of the dog-leg variety. The tee-shot must be to the right, and the second requires careful steering. The green is under the club-house, and is large and undulating. A par five—460 yards.

The Tenth Hole starts from the other side of the club-house. A long carry will help to place the ball so that the second may reach a spot near the green. The second and third shots at this hole resemble the famous ninth hole at Westward Ho! Length, 520 yards—a par five.

The Eleventh Hole calls for a big carry over the big bunker like the one at the fourth at Westward Ho! The green is where the Westward Ho! one ought to be. Length, 400 yards—a par four.

The Twelfth Hole is a "one-shotter" over a big sand-bunker on to a narrow and closely guarded plateau which slopes away to the right. A par three—150 yards.

The Thirteenth Hole is another drive and an iron or cleek shot; a narrow fairway and well-guarded green. 400 yards—a par four.

The Fourteenth Hole has a dog-leg tee-shot and a hollow green. A difficult par four—420 yards.

The Fifteenth Hole—the last short hole. A pitch, and nothing else, will find a high green with four bunkers in front. A par three—of 140 yards.

The Sixteenth Hole is the longest and one of the most difficult. Tee and seconds must be long and straight, and approach also be very accurate. A difficult par five—540 yards.

The Seventeenth Hole is very difficult. The tee-shot must be placed to the right, and the second must be held up closely to the left. This hole has a close resemblance to the seventeenth at Walton Heath. A par five of 460 yards.

The Home Hole has the most exacting tee-shot of the round. The "burn" runs along to the right, and a bunker on the left leaves a gradually narrowing tongue of ground to be played into. A long and straight tee-shot will give the player the chance of getting home in two. Length, 450—par, a five.

The par of the green is—out, 36; home, 38; total, 74. But any such score as given below would be hardly earned.

OUT.		BOGIE.		HOME.	
1 3	6 6	10 6	15 3		
2 4	7 4	11 5	16 6		
3 5	8 5	12 3	17 5		
4 4	9 5	13 5	18 5		
5 5	—	14 5	—		
	43		43		

Total 86

W. HERBERT FOWLER

PARLIAMENT.

MR. CHURCHILL, whose pugnacious personality is always perturbing, caused some commotion in the House of Commons by the manner in which he expounded the policy of the Admiralty with regard to oil contracts. They considered it indispensable, he said, to make a contract for a portion of the supply with the Mexican Eagle Company, which was directed by Lord Cowdray, and with which Lord Murray was connected. Defying "insinuations and insults," and challenging opponents to bring forward any charges which they might have in their minds, he read a declaration by the members of the Admiralty denying that they had any personal interest in the supply of oil fuel, or held oil shares of any sort. This was a suggestion which, according to Mr. Lee, who rebuked him for his language, had never been made. As the session is within about three weeks of its close, legislation is being dealt with rapidly, but while old Bills have been held up by the House of Lords in the hope that the judgment of the country may be taken upon them, new Bills have been introduced by the Government in the House of Commons. There was a one-sided debate in the House of Lords on Monday and Tuesday on the Welsh Disestablishment Bill, which was attacked with great earnestness both by lay and by spiritual Peers, the Archbishop of Canterbury protesting warmly against any idea of a bargain. Comparatively little interest was shown on the Liberal side in the controversy, the attendance there being very small and the speakers amazingly few. At the same time, Mr. Birrell introduced in the House of Commons another Bill to accelerate land purchase in Ireland, and Mr. Pease brought in an Education Bill. All parties agreed as to the beneficent effects of land purchase. Mr. Birrell proposed to accelerate the process by adopting a system of payment half in cash and half in stock, and by the general application of compulsory powers, which are at present limited to congested districts. In a case that he calculated, he assumed that a tenant paid twenty-two years' purchase of his rental, and that, where his original rent had been £100, his annuity would be £79 15s. The Bill was criticised in a friendly spirit by Mr. Redmond, who regretted that the whole payment to the vendor was not to be made in cash. He disclaimed responsibility for the measure, but when he said he had not seen it beforehand Mr. Healy turned round and shouted an incredulous "Oh!" Several Nationalists, while acknowledging Mr. Birrell's goodwill, reflected on the Chancellor of the Exchequer as the unsympathetic man in the Ministry, and English Unionists, who are thinking of land purchase at home, cheered Mr. William O'Brien's warm denunciation of his recent strictures on this policy. The Education Bill introduced by Mr. Pease initiates a new policy by making contributions out of Imperial funds for certain services hitherto placed on the local rates. Although many measures, however, have been framed, submitted, and printed, few are being proceeded with. The Prime Minister abandoned about a dozen on Tuesday, his "massacre of the innocents" being on an unusually large scale, although conducted in the mildest manner.

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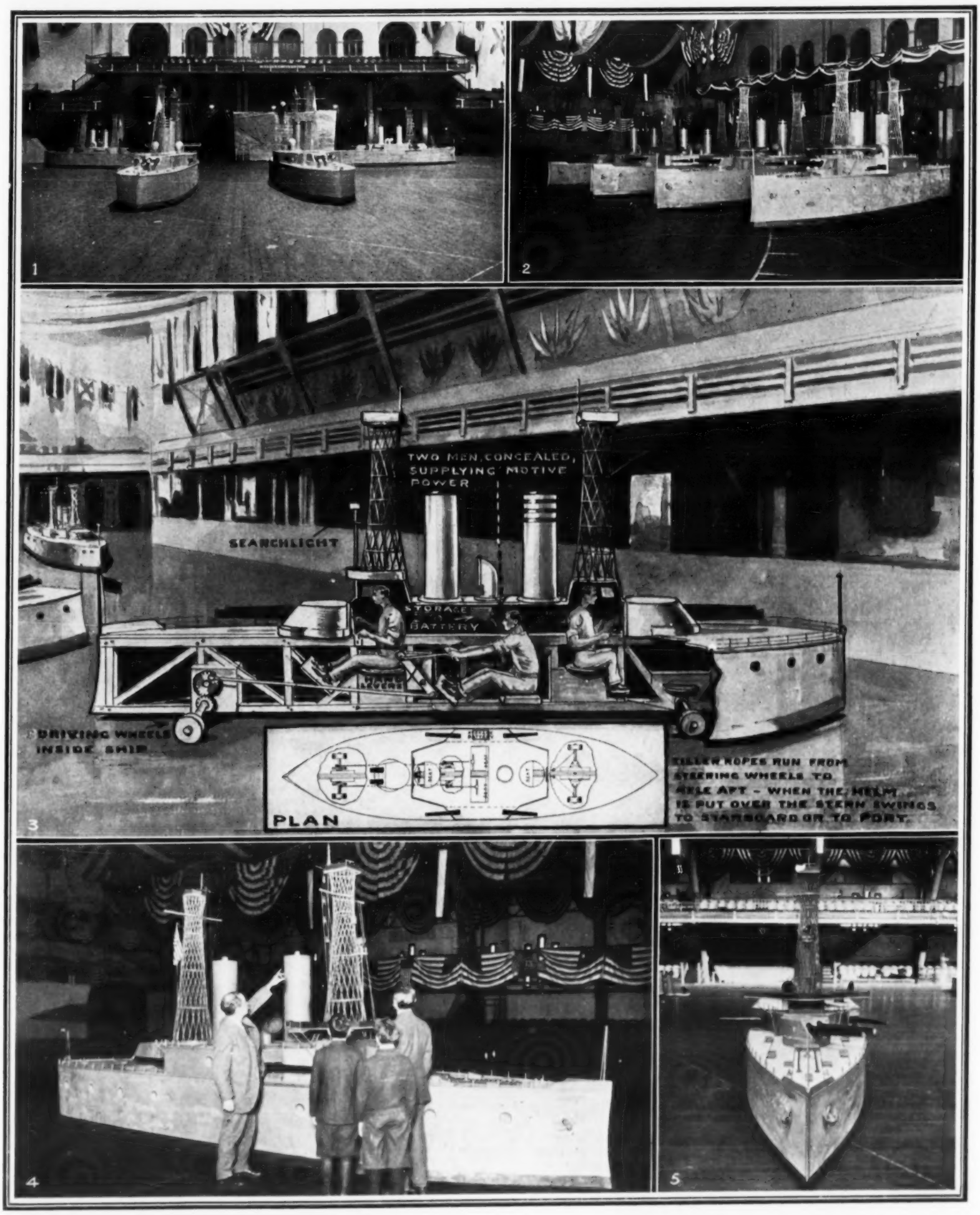
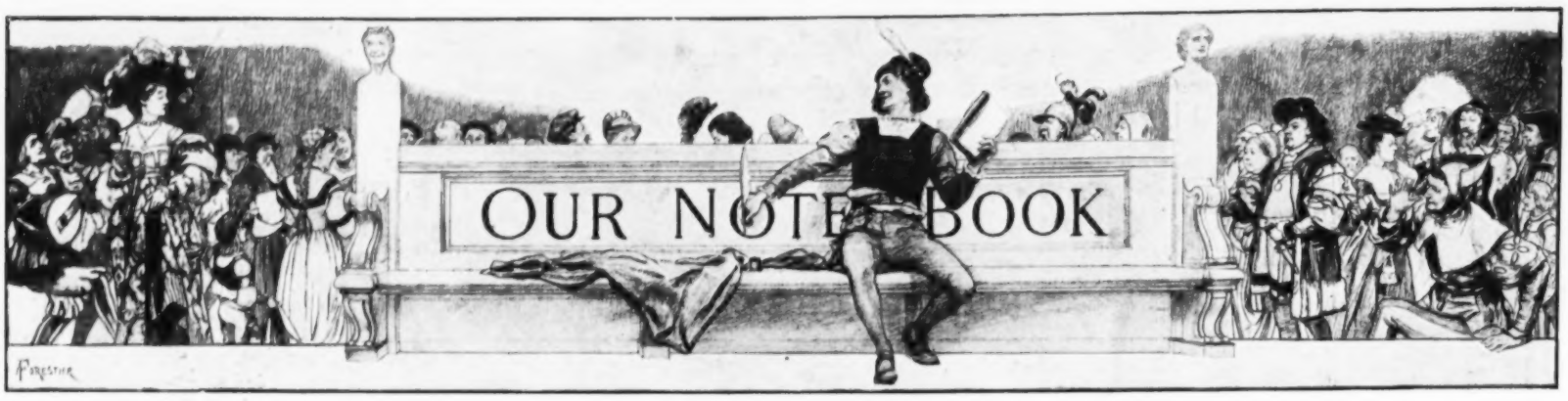
NAVAL MANŒUVRES ON LAND: HAND-WORKED BATTLE-SHIPS.



1. MANOEUVRING ON A FLOOR: EVOLUTIONS OF BATTLE-SHIPS AT THE ARMOURY, BROOKLYN, NEW YORK.
2. STARTING THE EVOLUTIONS: FOUR MINIATURE BATTLE-SHIPS IN LINE.
3. A SECTION AND PLAN SHOWING HOW THE MINIATURE BATTLE-SHIPS ARE WORKED BY HAND.
4. OF GREAT ASSISTANCE FOR INSTRUCTION IN NAVAL EVOLUTIONS: A SIDE-VIEW OF A MINIATURE BATTLE-SHIP, SHOWING THE RELATIVE SIZE OF A MAN.
5. WITH RUNNING LIGHTS, SEARCHLIGHTS, AND MAST-HEAD LIGHTS: A MINIATURE BATTLE-SHIP WHICH, WHEN THE LIGHTS ARE TURNED OUT, CAN GIVE A REALISTIC IDEA OF REAL NIGHT PRACTICE.

An ingenious method of training officers and men in fleet evolutions has been adopted by the 2nd Battalion of the New York Naval Militia. In the Armoury at Brooklyn are four miniature battle-ships, so constructed that they can manoeuvre on the floor just as real ships do at sea, the hulls being cut off at the water-line and mounted on wheels placed inside. As shown in the diagram, the steering is done by men sitting concealed inside the vessels, with their heads under the forward fire-control masts. From the steering-wheel run tiller ropes to an axle aft which carries a loose wheel on either end. Two men under the superstructure supply the motive-power by working hand-levers connected by gearing with the forward wheels. The ships are fitted with all the equipment of running lights, masthead lights, and searchlights, connected with storage batteries. We are enabled to give these interesting illustrations and particulars by courtesy of the "Scientific American."



By G. K. CHESTERTON.

THE crank, to whom I made some references last week, has another characteristic which leads us to another subject—for, indeed, he only has it when he is the nicest sort of crank, and the nicest sort of crank is rare. And the difficulty about him is not that he differs from everybody else, but that he cannot believe that anybody else differs from him. He thinks things are self-evident which are really in the last degree questionable; and he thinks opinions are universal which the mass of mankind has never heard of. He labours under the fixed idea that you and I do not know what our own opinions are, and he kindly explains them to us. He says, "As a Christian, you must admit that all armaments are in theory immoral"; and if I answer that neither Christianity nor my modest self admits anything of the kind, he says it is a paradox. He says, "As a Socialist, of course you would be in favour of divorce reform"; and if I tell him in all simplicity that I am not a Socialist, and if I were I need not be in the least in favour of divorce reform, he entertains some extraordinary notion that I am pulling his leg. Whereas I have no desire of the kind—except, perhaps, a faint desire to pull his nose for being so abominably stupid.

As a rule, however, the particular kind of man I mean can by no means be called stupid, and he is almost always in good faith. The great defect of his mind is, as I say, this false universalism—this perpetual repose upon a unanimity that isn't there. For example, I read in the *Clarion* the other day an article written in an excellent spirit and with evident sincerity about Mr. Belloc and certain schemes of secular education, such as those which were associated with the name of Ferrer. The writer, with a warmth of wonder that was not only genuine but plainly generous, expressed his mystification as to how any man with such sound popular sympathies and such high public ideals as the author of "The Servile State" could fail to sympathise with such just and enlightened schemes of instruction. He then gave some examples of the sort of things that these secular schools teach; and it was perfectly apparent, not only that he thought they were good things, but that he was quite certain that Mr. Belloc, or I, or anybody else, would think so too. He is free to think so, and he does think so; but the fact remains that he is wrong. These things, which honestly seem to him radiant and cosmic truisms, honestly seem to me to be little, low, crabbed, provincial superstitions. For instance, the writer makes a good start by saying that Ferrer taught in his schools that militarism is a crime. He obviously implied the comment: "I suppose nobody has any fault to find with that!" Now, I say it is a crime to tell a child that militarism is a crime. It is giving the child a false conscience at the very time when the conscience is most direct and most realistic. Mr. Robert Blatchford, the Socialist Editor of the Socialist paper in which this protest appeared, happens to be an old soldier. To tell a child that militarism is a crime appears to me to be simply a wicked act, exactly as it would be a wicked act to point out Mr. Blatchford to a child in the street and say: "That man has been a criminal." For a child lives in a kind of fairyland of facts; and anything you tell him will be as simple and as vivid as the man who lights the street lamps, or the man who leaves the little milk-cans, or the horse in the stable, or the cat on the hearth-rug. If you manage to get the meaning of the word "militarism" into his head at all (which is by no means certain), he will simply take it on trust from you that all soldiers are wicked men; and that, even this anti-militarist critic would probably admit, is not self-evident.

For "militarism," in the sense in which the word can really be of rational use to grown-up people, is a relative word, a word referring to exaggeration and disproportion. It means that sociological state when the engine employed to defend the society against hostile societies preponderates too much in the settlement of the society's internal affairs. People in ancient Sparta suffered from militarism. People under Cromwell and his officers suffered from militarism. People who had emperors imposed on them to suit the fancy of the Pretorian Guard suffered from militarism. Prussia, under Frederick the Great, suffered from militarism; as Prussia has pretty well ever since. But this is a criticism of the misuse and not the use of a power. It does not prove that the Spartans were not within their rights in dying at Thermopylae; or that Germanicus was not glorious when he called on the legions to follow the Roman birds. It does not show that Prussian troops were not doing their duty either at Rosbach, or Leipsic, or Gravelotte. It does not show that Cromwell's soldiers were not fighting for England either at Dunbar or at Dunkirk.

But all these questions of over-concentration or loss of balance in morals and politics are ludicrously unfitted for educational purposes. If Ferrer really did teach that militarism was a crime, Ferrer was an extremely incompetent schoolmaster. Very young people ought to be grounded in primary and necessary morality. Now it is not a part of primary and necessary morality that it is always wrong to hit a man. Nor is it a part of primary and necessary morality that it becomes wrong if the kittens all stand in a row, or if they all wear the same kind of buttons. It is quite possible for an intelligent grown-up person, with the subtlety that comes from complex experience, to be very much worried about the hitting, or very much bored with the buttons. Such a person is perfectly justified, when talking to people of similar experience, in using exaggerative and even vituperative language to balance the excess that he denounces; he is perfectly justified in calling a social extravagance a crime.

I should not blame the critic in question for a moment if he were arguing with Mr. Blatchford himself about armaments, and he said: "The truth is, Blatchford, you have been a soldier yourself, and it has warped you. The iron has entered into your soul; you are a militarist; and you make me feel what a crime all this militarism is." That is the way that thinking people of mature years, and of all opinions, do talk to each other about the toppling compromises and terrible reactions of a complicated civilisation. But to tell a child that militarism is a crime is merely to do one of two things; either to make him dread a shifting and shapeless bogey, or to hate a harmless grenadier.

Photo. Joseph Studio.

KILLED IN AN AEROPLANE ACCIDENT: THE LATE MAJOR A. W. HEWETSON.

Major A. W. Hewetson, of the Royal Field Artillery, was killed on Salisbury Plain while flying for his airman's certificate. He was forty-four years of age. At the inquest the manager of the Bristol Flying School said that it was inadvisable at that age to try and learn flying, and according to Prince Henry of Prussia, no man should try to fly when over thirty.

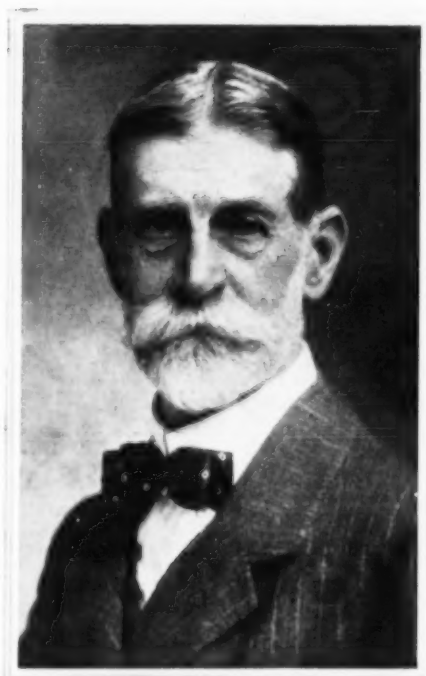


Photo. Elliott and Fry.

THE NEW CHIEF INSPECTOR OF RAILWAYS: LIEUTENANT-COLONEL P. G. VON DONOP, R.E.

Lieutenant-Colonel Pelham George Von Donop, who has been appointed to succeed Sir Horatio Arthur Yorke, K.C.B., R.E., as Chief Inspecting Officer of Railways to the Board of Trade, is also a Royal Engineer, having entered the Sappers in 1871. He has been an Inspecting Officer of Railways under Lieutenant-Colonel Yorke since 1899.

Farrington Studio, Co.

THE FIRST FATAL POLO ACCIDENT IN LONDON: THE LATE LIEUTENANT T. C. HARMAN.

There have, unfortunately, been many fatal polo accidents in India. The first victim in London has been Lieutenant T. C. Harman of the 20th Hussars, stationed at Colchester, who died on July 19 from injuries received in the Polo Tournament at Ranelagh two days previously. He was the nephew of a well-known polo-player, Major A. E. Harman, of the Bays.

Photo. Barratt.

A GREAT WAR OFFICE OFFICIAL: THE LATE SIR RALPH KNOX, P.C., K.C.B.

The late Sir Ralph Knox, who died in a train, was in his seventy-eighth year. He entered the War Office at the time of the Crimean War. In the course of his distinguished career, he served on the Committee on Mr. Cardwell's scheme of Army Reform. He later held the high post of Permanent Under-Secretary for War, from 1897 to 1901.

Photo. Elliott and Fry.

A LOSS TO SCIENCE: THE LATE PROFESSOR GOTCH, OF OXFORD UNIVERSITY.

The late Dr. Francis Gotch, D.Sc., LL.D., F.R.S., Waynflete Professor of Physiology at Oxford, was a leading authority on the physiology of the nerve system. He served also as a member of the Committee for the Revision of the Translation of the Old Testament; and for two years on the Departmental Committee of the Board of Trade on Sight-Tests for the Mercantile Marine.

HORRORS OF WAR AND SCENES OF PEACE: NEWS BY PHOTOGRAPHY.

AFTER THE BULGARIANS HAD FINISHED WITH IT: A GREEK SCHOOL AT NIGRITA THAT WAS USED AS A BULGARIAN HOSPITAL.

ONE DAY A FLOURISHING GREEK TOWNSHIP—THE NEXT "A REEKING HEAP OF SMOULDERING RUINS": A STREET IN NIGRITA.

A WORLD'S RECORD FOR DOUBLE SHOTS AT THE "RUNNING DEER" TARGET MADE AT BISLEY BY MR. WALTER WINANS.

Mr. Walter Winans, the well-known sportsman and shot, has sent us the above diagram of the world's record for double shots at the "Running Deer" target, which he made at Bisley on July 18.

AT NIGRITA AFTER THE BULGARIAN OCCUPATION: RUINS OF A BURNT SILK FACTORY.

THE SCENE OF ONE OF THE WORST ALLEGED BULGARIAN ATROCITIES: NIGRITA—THE RUINS OF A STREET.

Some of the worst atrocities of which the Bulgarians are accused took place, it is alleged, at Nigrita, which was captured from them by the Greeks on July 4. The "Daily Telegraph's" special correspondent, who took the above photographs, wrote: "I shall never forget the first sight of Nigrita, which on Thursday morning was a flourishing and entirely Greek township of 8000 inhabitants and 1450 houses. To-day it is a reeking heap of smouldering ruins, and the acrid stench of burning human flesh and bones overpowers the nostrils as I write. . . . We believe absolutely that at least 470 villagers have been killed or burnt alive in this town alone."

WINNERS OF THE ELCHO SHIELD WITH THE HIGHEST SCORE ON RECORD: THE SCOTTISH TEAM VICTORIOUS AT BISLEY.

Scotland won the Elcho Shield at Bisley on July 18 for the first time since 1905. Their score, 1732, out of a maximum of 1800, is the highest ever made in the match, and only once before (when England won with 1717 in 1909) has the total been above 1700. England lost this year by only 10 points.

THE GERMAN ARMY AIR-SHIP DISASTER: THE WRECK OF THE "SCHÜTTE-LANZ" NEAR SCHNEIDEMÜHL.

On another page we give a photograph of the "Schütte-Lanz" as it was before the disaster. While on a voyage from Konigsberg to Berlin, it came down at Schneidemühl, and there was carried away by a gale. It drifted about for some time, tearing down trees and telegraph-wires, before it finally collapsed in a fir plantation. A soldier carried up with it fell from a great height and was killed.

DOMINION HOUSE AS IT WILL BE WHEN COMPLETED: THE AUSTRALIAN COMMONWEALTH BUILDING, OF WHICH THE KING ARRANGED TO LAY THE FOUNDATION-STONE IN ALDWYCH ON JULY 24.

Dominion House, which is to be built on the Aldwych site at the southern end of Kingsway, will contain the Offices of the High Commissioner for the Australian Commonwealth, and an exhibition hall for the display of Australian products. Earl Grey has been the moving spirit of the scheme.

THE MIGRATION OF A GREAT HOUSE OF HEALING: PART OF THE NEW KING'S COLLEGE HOSPITAL AT DENMARK HILL—WHICH THE KING ARRANGED TO OPEN ON JULY 28.

"ing's College Hospital, which has for many years been familiar to Londoners in Portugal Street, just south of Lincoln's Inn Fields, has migrated to a healthier locality at Denmark Hill. Our photograph shows the administration-block of the new buildings.

GEORGE V. RESTORES A CEREMONY ESTABLISHED BY GEORGE I.: INSTALLING KNIGHTS OF THE BATH.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

HENRY VII.'S CHAPEL RE-INAUGURATED AS THE CHAPEL OF THE ORDER OF THE BATH: THE MOST DRAMATIC MOMENT IN THE CEREMONY—THE GREAT MASTER AND KNIGHTS OF THE ORDER OFFER THEIR SWORDS TO THE ALTAR.

The re-inauguration of the Chapel of Henry VII. in Westminster Abbey as the Chapel of the Order of the Bath, and the revival of the ceremony of installation, took place on Tuesday, July 22, in the presence of the King and Queen. The Order of the Bath was formally created as a military Order of Knighthood by King George I. on May 11, 1725, but it had previously existed as a "degree of knighthood" for many centuries even, it is thought, from Saxon times. The name of the Order was drawn from the ceremonial bath taken by each of the Knights on the evening before his inauguration. Froissart describes these ceremonies in connection with the Coronation of Henry IV., and tells how each Knight, with his squire in attendance, had a separate chamber and a separate bath for the performance of the rites. For the re-inauguration on July 22 the Chapel of Henry VII. was specially prepared and renovated, and new and gorgeous banners of the Knights of the Bath were hung over their stalls. The Queen and Princess Mary were seated in the Chapel, on oak chairs by the entrance, during the ceremony. The King took part in it as Sovereign of the Order, and the Duke of Connaught as its Great Master. Our Artist has illustrated the most dramatic and picturesque moment in the proceedings, when, after the taking of the Oath, the Great Master drew his sword and offered it to the altar, holding it by the blade, while all the installed Knights did the same in unison with him. The Dean restored his sword to the Great Master, with the following Admonition: "I exhort and admonish you to use your sword to the Glory of God, the Defence of the Gospel, the Maintenance of your Sovereign's Right and Honour, and of all Equity and Justice, to the utmost of your Power." In the drawing the King is seen in his stall at the far left-hand corner, with the Queen and Princess Mary sitting below beside the entrance.

THE WAR BETWEEN THE ALLIES: WITH THE SERVIANS AT THE FRONT.

PHOTOGRAPHS BY SPORT AND GENERAL.

CELEBRATING THE RECAPTURE OF ISHTIP: THE SERVIAN GENERAL TANKOWITSCH LEAVING ISHTIP CATHEDRAL WITH HIS STAFF AFTER THE THANKSGIVING SERVICE.

PRECAUTIONS AGAINST CHOLERA: BOILING THE DRINKING-WATER, BY ORDER OF THE SERVIAN MILITARY AUTHORITIES.

THE HEADQUARTERS OF THE GENERAL STAFF OF THE SERVIAN FORCE WHICH CAPTURED ISHTIP: SARI HAMSALI.

SOME OF THE 15,000 SERVIAN CASUALTIES AFTER SIX DAYS' FIGHTING: CONVEYING WOUNDED FROM THE RAILWAY STATION AT BELGRADE.

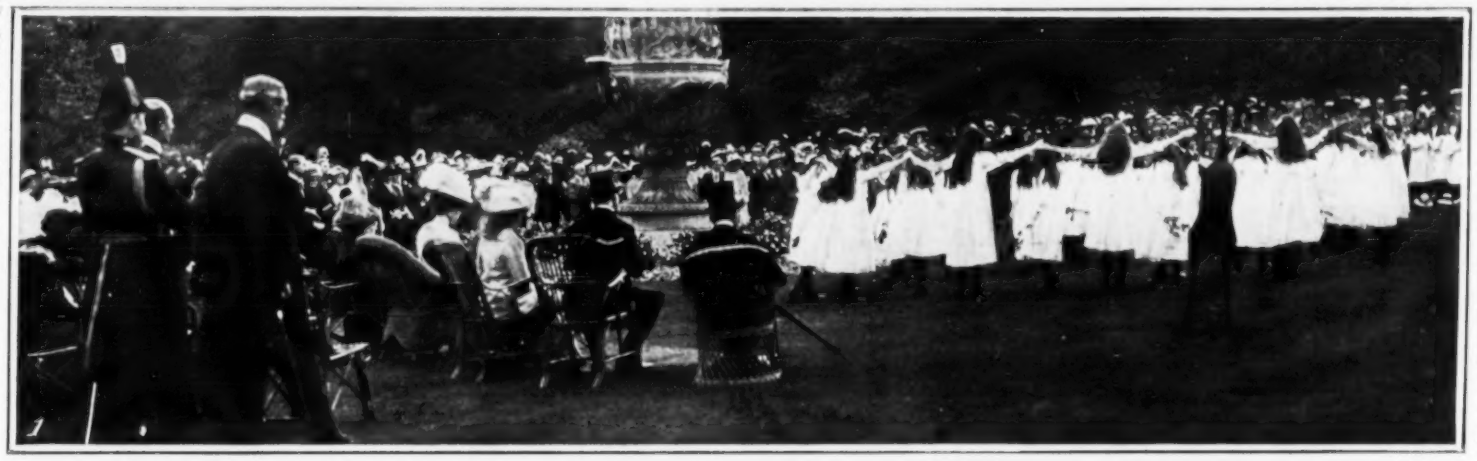
THE MOTOR RED CROSS VAN AT WORK: CONVEYING WOUNDED SERVIANS FROM THE STATION TO THE HOSPITALS AT KRAGUJEWATZ.

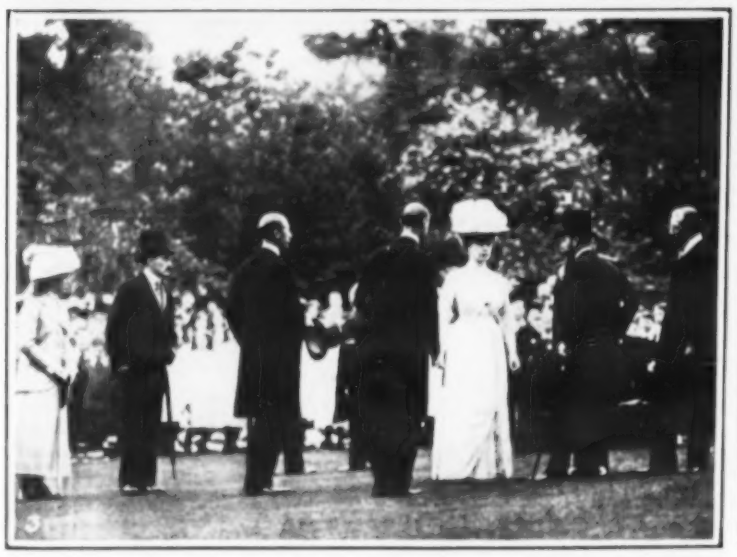
FEEDING CAPTURED ENEMIES: SERVIANS SUPPLYING BULGARIAN PRISONERS WITH FOOD AT USKUB.

After a three-days' pitched battle in Macedonia (it was announced on July 2), the Servians captured Ishtip from the Bulgarians. Subsequently it was reported that the town changed hands several times within a few days, and on July 8 news reached Belgrade that the Servians had again defeated the Bulgarians near Ishtip and recaptured it. The headquarters of the Servian Army at that time were at Uskub, and the great numbers of wounded who arrived there on that day indicated the severity of the fighting. The Servians estimated that in the previous six days' fighting their wounded numbered 15,000, while those on the Bulgarian side were about 25,000. A Sofia estimate put the number of killed and wounded during the week, on both sides, at 50,000. At the request of both the Servian and Bulgarian Governments, it was arranged to send Austrian Red Cross Missions from Vienna to Belgrade and Sofia. In a proclamation issued on July 8, King Peter of Servia said that "the Bulgarians, although brothers and allies, have begun the war without any formal declaration, shedding the blood of Servians and cutting with the sword the Treaty of Alliance. The Bulgarians have forgotten Servia's fraternal help, the blood shed for them, and the heroes who have fallen on the plains of Thrace." By news of July 19 Kula is taken.

TEACHERS AT BUCKINGHAM PALACE: THE ROYAL GARDEN-PARTY.

PHOTOGRAPHS NOS. 1, 2, AND 4 BY NEWSPAPER ILLUSTRATIONS; NO. 3 BY C.N.





1. "SUMMER IS ICUMEN IN": LONDON SCHOOL-GIRLS DANCING TO AN OLD ENGLISH AIR BEFORE THE KING AND QUEEN.

3. MOVING AMONG THEIR GUESTS: THE KING AND QUEEN AND (ON THE LEFT) PRINCESS MARY AND PRINCE ARTHUR OF CONNAUGHT AT THE GARDEN PARTY AT BUCKINGHAM PALACE TO LONDON TEACHERS.

Their Majesties bestowed a much-appreciated favour on those engaged in education by giving a garden-party on Saturday, July 19, in the grounds of Buckingham Palace, to representatives of the teaching profession in London. Among those present were the President of the Board of Education (Mr. J. A. Pease, M.P.) and the chief members of the Board and of the Education Committee of the London County Council, the Archbishop of Canterbury and Mrs. Randall Davidson, Cardinal Bourne, the Duke of

2. LONDON EDUCATORS ENTERTAINED BY THE KING: A GENERAL VIEW OF THE GARDEN-PARTY AT BUCKINGHAM PALACE.

4. REPRESENTATIVES OF EDUCATION, WAR, AND RELIGION: DR. MACNAMARA (IN A WHITE HAT) TALKING TO COLONEL SEELY, WITH THE ARCHBISHOP OF CANTERBURY (ON THE LEFT) AND THE DUKE OF NORFOLK (WITH HANDS BEHIND HIS BACK) STANDING NEAR.

Norfolk, and Colonel Seely, Secretary of State for War. The King and Queen twice made a circuit of the grounds, moving among their guests, many of whom were personally presented to them. A musical programme was rendered by a choir of five hundred boys and girls, from twenty schools, directed by Mr. J. E. Borland, Musical Adviser to the L.C.C. Education Committee. The four-part rota, "Summer is icumen in," was sung in old English, while twenty-four little girls danced to it.

ART, MUSIC, & THE DRAMA.

A GREEK ARTIST DECORATING AN AMPHORA.

Photo. Dover Street Studios.

LEADER OF A REVOLUTION IN MODERN DANCING: M. NIJINSKY, WHO IN THE NEW BALLET, "LE SACRE DU PRINTEMPS," ABANDONS THE GRACEFUL FOR THE PRIMITIVE.

M. Nijinsky, the famous Russian dancer, has set on foot a new movement in the principles of his art. In "Le Sacre du Printemps," the ballet recently produced at Drury Lane, he discards conventional grace and reverts to the primitive manner. His theory is that grace carried to excess in art ends in banality, and that there comes a time when it is necessary to revolt from it.

A POMPEIAN WOMAN-PAINTER.

MUSIC.

IT was suggested in this place last week that ballet had been rather too much in evidence at Drury Lane, and that the operas had been compelled to take a second place. It looks as though "Le Sacre du Printemps," the Nijinsky-Stravinsky ballet, were destined to create a greater controversy and a wider discussion than any one of the three operas that have been given, though it has not excited an equal measure of admiration. The production is already a fortnight old, but the quarrel between those who regard it as a thing of beauty and those who regard it as a monstrosity shows no sign of ending. We cannot help thinking that the new ballet is a genuine art-form enough, and that the music in its cumulative aspect expresses and illustrates the action, not directly or definitely after the fashion of the normal ballet, but rather by creating the atmosphere in which the action on the stage ceases to be altogether abnormal. Modernism will never lack enemies, nor is it desirable that it should make friends too quickly—it must prove its worth; but when we remember the revolt against all new art-forms, whether on the stage, within book-covers, or on canvas, we must at least give an attentive hearing to work that is submitted by sincere and responsible artists, whatever the medium in which they express themselves. Those who are concerned entirely with matters of art will always see where they may legitimately extend the sphere of their expression long before those who use art as a medium for relaxation and the amusement of idle hours are prepared to welcome the new departure.

The King and Queen showed their interest in grand opera by arranging to attend a special performance of "Boris Godounov" on Monday night at Drury Lane, and the performance of "Roméo et Juliette" at Covent Garden on Tuesday. The revival of the last-named work, though rather belated, is very welcome, for in point of sheer lyrical beauty there is nothing on the operatic stage to rival it; and Shakespeare has given us the familiarity with the story that doubles the appeal of the half-sensuous, half-mystical, and wholly beautiful score. For many years Gounod's opera found a regular place in the repertory of the grand season at Covent Garden, but it was found increasingly difficult to find a tenor who could do justice to Romeo's music. That difficulty exists no longer, and if given with enthusiasm by all concerned, the opera's appeal should be as strong as it used to be.

It is a pity that our young students should be compelled to make their appeal to the public at a moment when it has had a surfeit of music provided by the greatest singers, players, and orchestras of the day. The conditions may be regretted, but cannot be helped, and in spite of whatever disadvantages they may have laboured under, it is impossible to deny that the concert given by the pupils of the Guildhall School of Music at Queen's Hall last week showed the presence of much talent, and gave evidence of the careful training provided by Mr. Landon Ronald, the energetic principal. The orchestra was, of course, reinforced by professional players, but there was quite enough purely amateur talent to prove the quality of the work that has been done on the Embankment. Miss Rebe Kussmann played the solo part in Max Bruch's "Scottish Fantasia." Miss Kussmann's gift is not of the kind that suits firework displays upon the violin, but this is in no way discreditable: she suggested a capacity for better things. Miss Nellie Walker sang some of Elgar's Sea Songs very pleasantly, and the Students' Choir, directed by Mr. Metcalfe, was, perhaps, a little too nervous or a little too serious to remove the suggestion of a very special occasion indeed.

Photo. E. O. Hoppé.

THE PORTRAIT PAINTER PORTRAYED: M. PHILIP A. DE LASZLO, M.V.O., A SERIES OF WHOSE WORKS HAS BEEN APPEARING IN THESE PAGES.

It is hardly necessary to recall that we have lately been giving, week by week, a series of portraits by M. Philip de Laszlo, the well-known painter, to whom many royalties and other celebrities have sat. This week the portrait is that of Viscountess Castlereagh. Mr. de Laszlo was born at Budapest in 1869.

ART NOTES.

DUBLIN, in its heart of hearts, is still uncertain about the Lane Collection. It has been told on many occasions that it should learn to love Mancini and Manet, Brabazon and the young men. As far as city councillors can go in accepting with heartiness the pictures they neither like nor understand, the Dublin Councillors have gone. But that they are still wavering is apparent when they are driven back upon their own resources and asked to vote money for a gallery. They feel their feet when it is a question of finance. "We like your pictures," they say, "but are they really worth a municipal gallery? We see that they are very beautiful and quaint, but do they deserve a handsome building in sound stone?"

"Theatrically, London is content to pick up the crumbs that fall from the Irish table, instead of making bread for itself," said Mr. Bernard Shaw the other day. The brogue will out. Mr. Shaw, after living twenty years in the Adelphi and making a fortune out of the London theatre, is ready at any moment to hail Dublin as the central home of the Drama. Dublin itself is not less confident. Its underlying distrust of the Lane Collection is that, in the main, it is foreign. The wittiest Irishman cannot see an English joke; he cannot, either, see an English picture. Mr. George Moore, an exception, took service under alien colours; but Mr. George Moore counts for nothing in patriotic Ireland. Sir Hugh Lane, another exception, counts for something in so far as he has a fine sense of generalship in generosity. He is dragooning his countrymen into accepting a plum. By the admirable device of giving an Orchardson to Scotland, and getting ample Northern thanks, he is persuading the Dublin people that they, too, should be grateful.

"Thomas Taylor" is entered in a bookseller's catalogue as the author of the "Life of Haydon," and for a moment one fails to identify the Tom Taylor of *Punch*, of the *Times* art-criticism, the "Tumtaler" of Whistlerian jesting. The full style and title "Philip William May" is similarly a little baffling, so familiarly do we take our Phil. Among other books on sale from the library of the late Sir John Gilbert are the "Talks About Art," by W. M. Hunt, enthusiastically admired by Millais, and more read in the studios of England than any book of the kind written in England. What Mr. Sargent is among painters, the American Hunt was among instructors—vital, using the vulgar tongue, and adding grace to its virility. The margins of Sir John's copy are adorned by Gilbertian notes and a sketch of birds.

A rather lopped interest attaches to the letters of Whistler about to be sold at auction at Sotheby's. They were addressed to Lady Colin Campbell concerning sittings for the portrait which he painted and exhibited, but which is no longer to be traced. Of all the lost pictures of this master, this of the "snow-leopard," as he named the lady, is the one after which his admirers most hanker, and if the sale of the relevant autographs stimulates anew the search, we may yet have to chronicle the recovery of a masterpiece.—E. M.

CREATOR OF A REAL REVOLUTION IN DANCING: NIJINSKY.

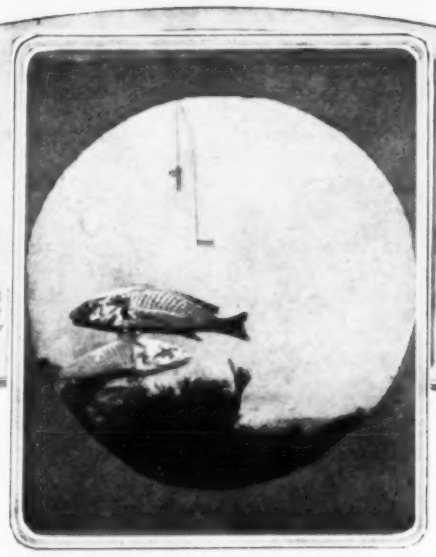
DRAWN BY FRANK HAVILAND.

THE DANCER WHO PREFERS CHARACTER TO CHARM: M. NIJINSKY, PIONEER OF POST-IMPRESSIONIST DANCING.

There is no need to explain the identity of M. Nijinsky, that great star of the Russian Ballet. The beauty of his dancing in the "Pavillon d'Armide" (the above drawing represents him in that ballet), the "Carnaval," "Scheherazade," and especially, "The Spectre of the Rose," has, to all intents and purposes, revived the taste for the ballet in England. M. Nijinsky is not content with his success in what may be termed the conventional style of dancing, which has existed without any extensive change since the French Revolution, and which aims at the expression of beauty by figures pleasing to the eye by flowing curves. Like the Post-Impressionists, he has determined to return to the primitive, presumably to develop the art of dancing on new lines. His "L'Après-Midi d'un Faune" was the first expression of this desire, and in "Jeux" and "Le Sacre du Printemps" he has carried his innovations much further.

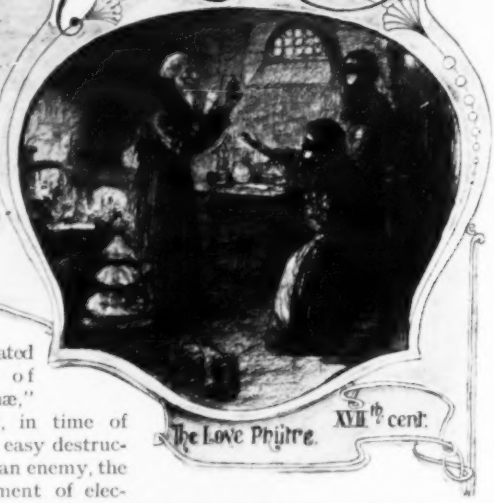
SCIENCE AND NATURAL HISTORY

The Horoscope. XVI th cent.



PHOTOGRAPHED UNDER WATER: "CROAKERS" FEEDING ON THE FISHING-GROUNDS OF HAMPTON ROADS, VA.

From the "Scientific American."



The Love Philtre. XVII th cent.

SCIENCE JOTTINGS.

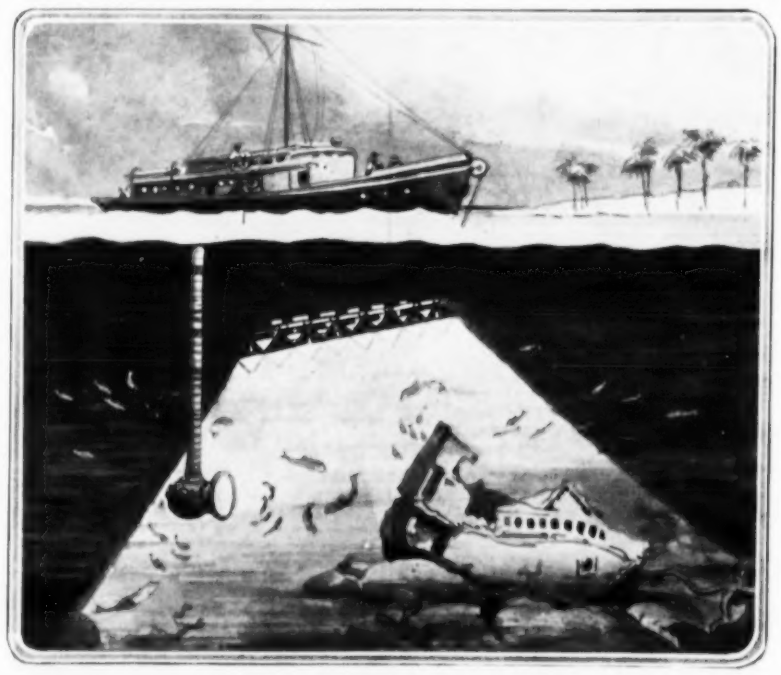
RIVAL WIRELESS SYSTEMS.

THE science of wireless, or, as it is better called, radio-telegraphy, has of late made enormous strides; and the Government is about to make another attempt at setting up an "Imperial chain" of stations for the transmission of messages by its aid. Three systems stand out in front: the Marconi, Poulsen, and Goldschmidt; and it seems likely that the principle of one or other of them will be that eventually chosen by our Government. The end sought by all these systems is, of course, the creation of a Hertzian wave or electric disturbance in the ether which shall affect in certain and recognisable fashion an apparatus thousands of miles away from its source. The nature of the receiving apparatus does not concern us, and the "detectors," as they are called, are framed on various principles. Among these may be mentioned the magnetic detector favoured by the Marconi system; the spinning steel disc of the Lodge-Muirhead; the electrolytic instruments used in Germany; the American "barretters," which are, in effect, bolometers, and depend on the heating effect of the wave; and the ingenious "audion" of Mr. Lee de Forest, the basis of which is an incandescent lamp with metal filament. No one of these appears to claim such a marked superiority over the others as to make its employ indispensable.

The problem, then, centres round the means of generating the wave. The earliest mode of effecting this was, as most people now know, by means of an induction, or Ruhmkorff, coil, the sparks from which produced a train of ether waves, spreading throughout a certain area like the ripples created by throwing a stone into a pond. Certain difficulties connected with the "damping" or dying away of these waves have been overcome by causing the spark to break in different media, such as oil, compressed or ionized gas, and the like, by rotating the electrodes giving birth to the spark, and by other means. Much progress has also been made in the "direction" of the wave, so as to project it as near as may be to only one point of the compass, and also in regulating its length, so as to affect only instruments "tuned" to a special wave-length. All these improvements have been from time to time incorporated in the Marconi system, which therefore may appear to be sufficiently equipped for all practical purposes. Yet it involves the erection of very high and complicated posts of "antennæ," exposed, in time of war, to easy destruction by an enemy, the employment of electric currents of high intensity, and more or less exposed or liable to atmospheric disturbances.

The Poulsen system, which is later in point of time than the Marconi, depends on the phenomenon known as the "singing arc" and associated with the name of the English electrician Duddell. Here an electric arc, like that used for lighting, with a current of 500 volts, is produced, in a gas-flame between an electrode of copper cooled by water and another of carbon; while an auxiliary or secondary arc, with two carbon electrodes, is also employed. It is claimed that, with this, less energy is employed than with the spark system: it is easier to avoid external disturbances, no elaborate antennæ are necessary, the "tuning" is more easily accomplished, and the reception of the wave by telephony is more practicable.

Lastly comes the Goldschmidt system, which is the latest entrant into the field of competition. So far as is known at present, this aims at abolishing all intermediate apparatus for producing the wave, and causes it to start direct from a dynamo of special construction. This has been often attempted before, notably by Mr. Fessenden, and would have the effect of necessitating currents of much lower intensity than those used by the other systems, good results having been obtained with 160 volts. It is claimed that, by this, waves of greater length can be generated than by other systems, and a distance of 3600 miles is said to have been traversed. It is also said that these waves are capable of the nicest regulation, are much less absorbed by obstacles than those created otherwise, and are not affected by atmospheric changes. Whether any of these claims will hold good remains to be seen; but it may be sufficient to say here that a case for the investigation and comparison of all three systems seems to have been made out. F. L.

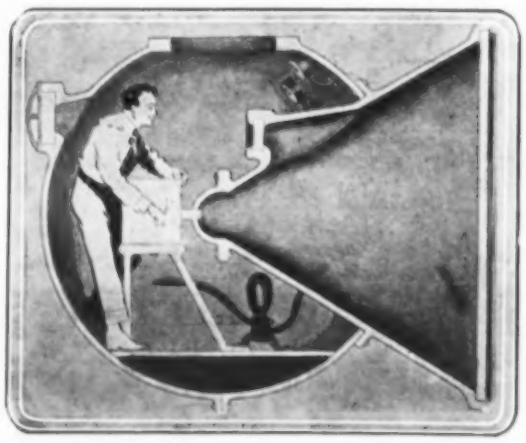


SUBMARINE CINEMATOGRAPHY: THE WILLIAMSON APPARATUS FOR TAKING MOVING PICTURES UNDER WATER.

By courtesy of the "Scientific American," we illustrate an interesting apparatus invented by Mr. C. Williamson, of Norfolk, Va., for carrying on various operations under water, including submarine photography. The apparatus consists of three parts: (1) A floating vessel. (2) A submersible operating-chamber. (3) A collapsible metallic tube connecting the vessel and the chamber. The photographs on this page were made in Hampton Roads. The tube and chamber were lowered through the hull of a barge, and a six-foot funnel, with a 2 ft. 6 in. glass port, were bolted to the work-chamber. The operator descended into the chamber with an ordinary camera, and a 1000-candle-power electric-light battery with a reflector was lowered for lighting the water. The tube was then extended downwards (by adding section after section at the top) to a depth of thirty feet. The photographs were taken at that and other depths.

From the "Scientific American."

A REVELATION TO THE ANGLER: A SUBMARINE PHOTOGRAPH SHOWING HOW BAIT GETS NIBBLED OFF BY MINNOWS.



DESIGNED FOR SUBMARINE PHOTOGRAPHY: THE INTERIOR OF THE OPERATING CHAMBER.

Illustrations reproduced by Courtesy of the "Scientific American."

A STRIKING PROOF OF THE RAVAGES OF WORMS: A PHOTOGRAPH OF A PILE TAKEN UNDER WATER.

THE BRITISH ARISTOCRACY: PORTRAITS BY PHILIP A. DE LASZLO.

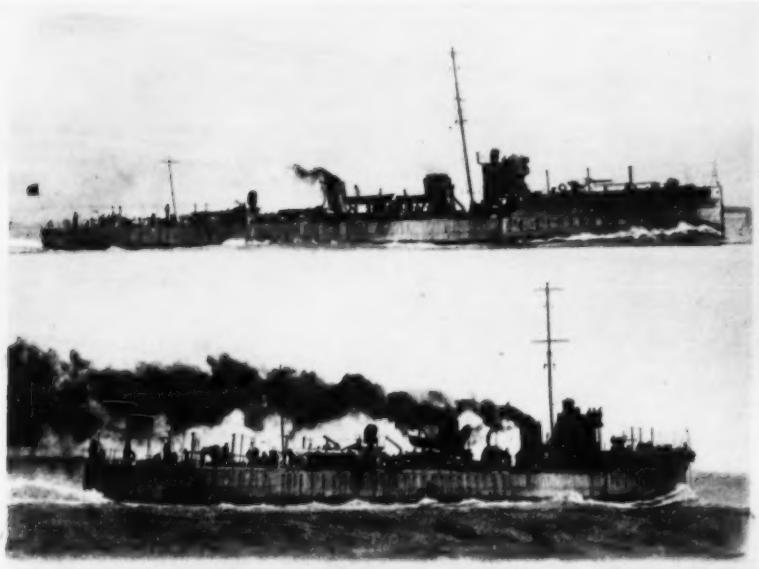
From the Painting by Philip A. de Laszlo, M.V.O.: One of Those Exhibited at Messrs. Agnew's Gallery on Behalf of the Artists' General Benevolent Institution.

IV.—THE VISCOUNTESS CASTLEREAGH.

The marriage of Charles Stewart Henry Viscount Castlereagh, and Edith, daughter of the Right Hon. Henry Chaplin, P.C., took place in 1899. They have a son, Edward Charles Stewart Robert, Lord Stewart, born in 1902, and two daughters—the Hon. Maureen Helen, born in 1900, and the Hon. Margaret Frances Anne, born in 1910. Lord Castlereagh is the only son of the Marquess of Londonderry.

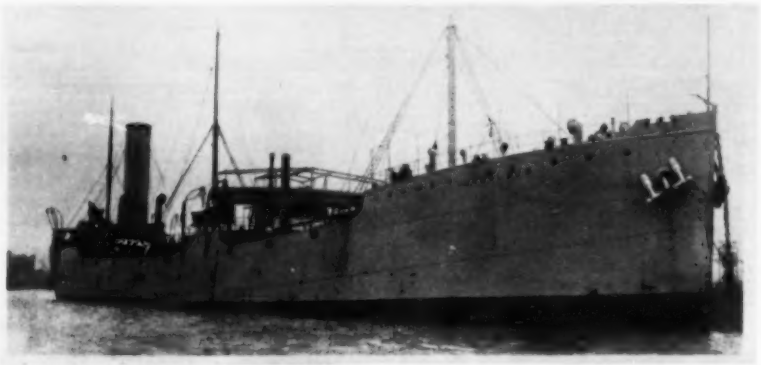
THE ADMIRALTY'S DECISION JUSTIFIED: OIL BETTER THAN COAL AS FUEL.

Photographs by Cribb, Topical, and Partridge's Pictorial Press; The Drawing by N. Sotheby Pitcher.



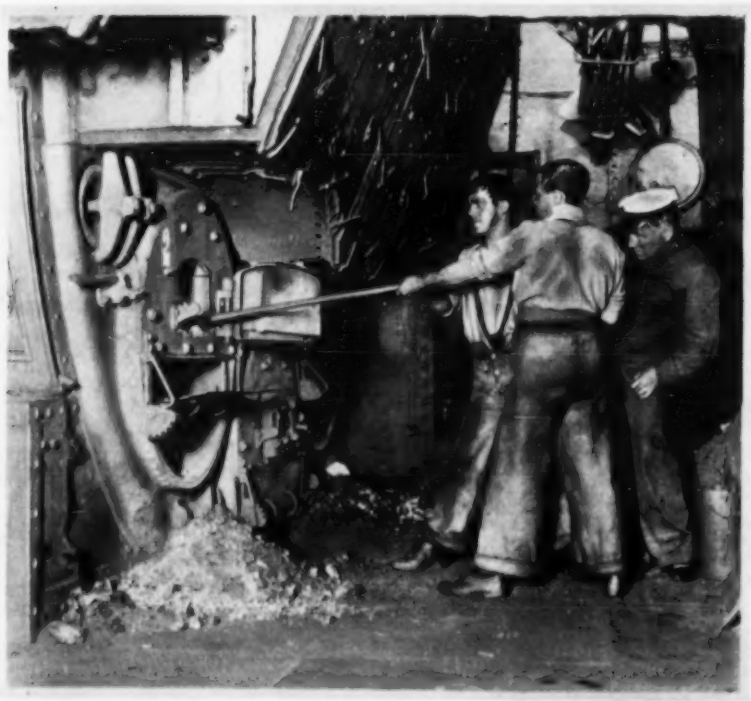
THE SMOKE TEST: COMPARE THE SMOKELESS CONDITION OF H.M.S. "FERRET" WITH OIL FUEL (ABOVE) AND THE THICK SMOKE SHE MADE UNDER COAL (BELOW).

HOW THE ADMIRALTY STORES ITS OIL: OIL-RESERVOIRS AT PORT VICTORIA, SHEERNESS.

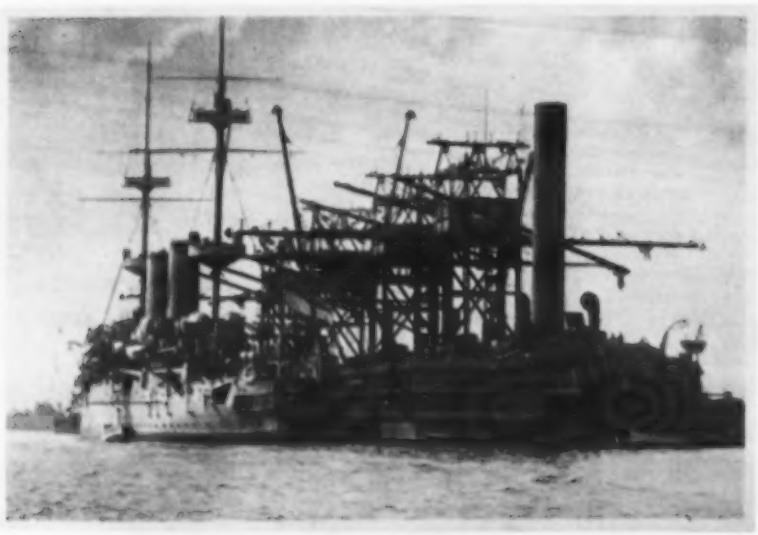


A SUBSTITUTE FOR THE SEA-GOING COLLIER: THE ADMIRALTY'S OIL-SHIP, H.M.S. "PETROLEUM."

"SAVING COAL-TRIMMING AND STOKING": A STOKE-HOLD WHEN LIQUID FUEL IS IN USE ON BOARD.



"A STRAIN ON THE PERSONNEL": THE EXHAUSTING LABOUR IN THE STOKE-HOLD OF A COAL-BURNING WAR-SHIP.



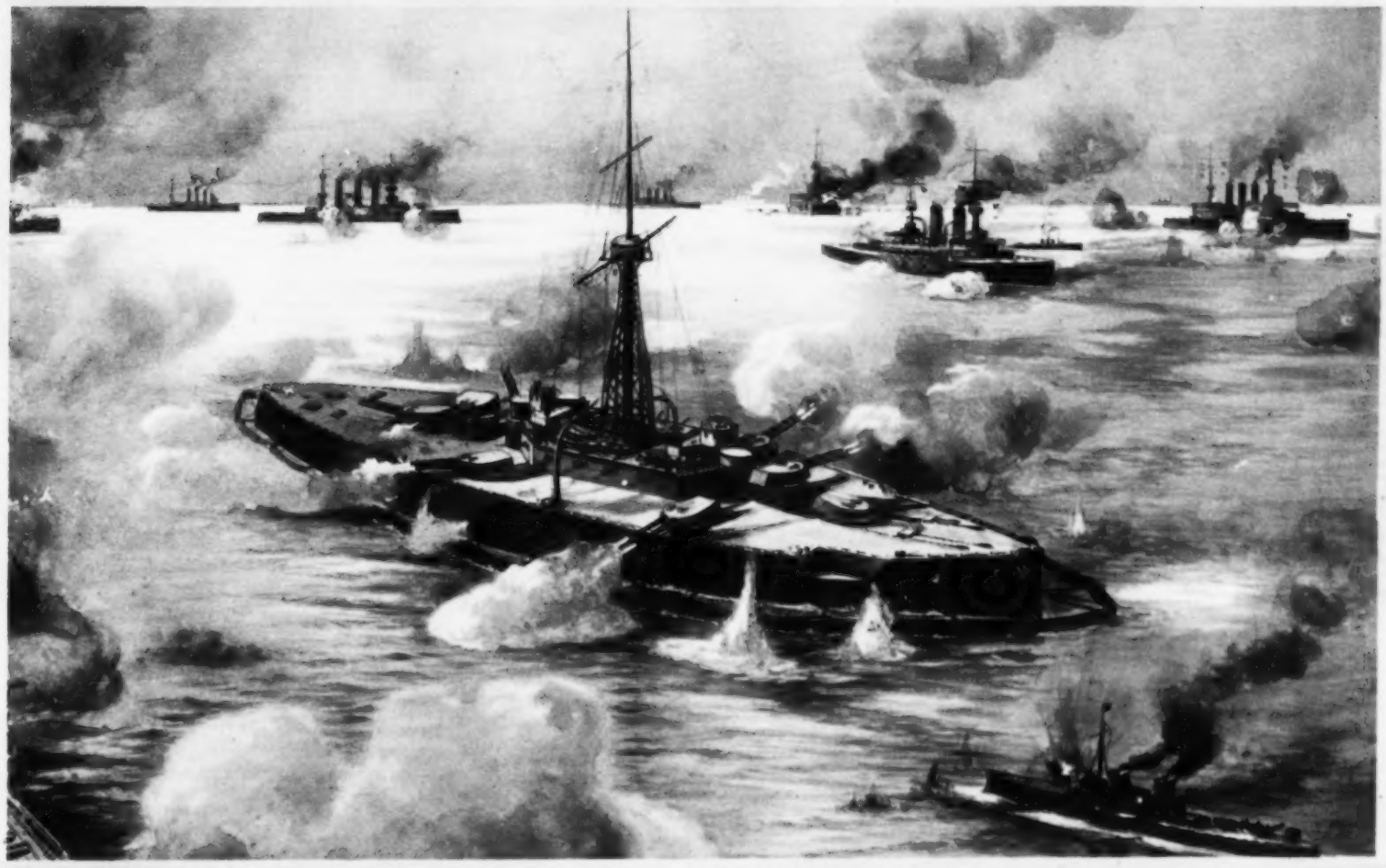
"AN OPERATION THAT IS LENGTHY AND LABORIOUS": THE COMPLICATED METHOD OF RE-COALING.

"REPLENISHING WITH GREAT RAPIDITY, AND WITHOUT INTERFERENCE WITH FIGHTING EFFICIENCY": FEEDING OIL-BUNKERS.

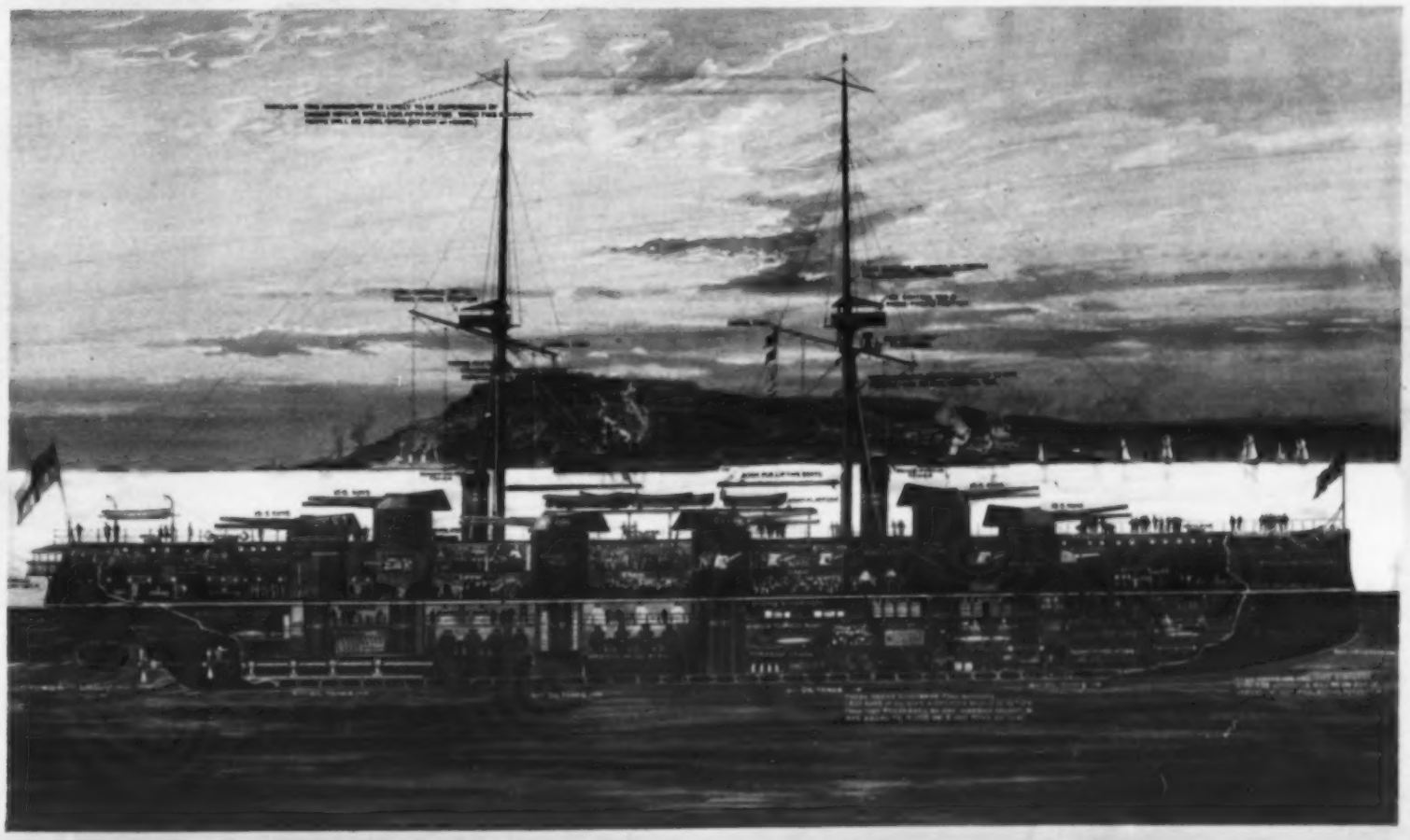
In announcing in his speech on the Navy Estimates that the latest battle-ships—five in number—are to be "oil only," Mr. Winston Churchill explained the great advantages of oil fuel over coal. "The radius of action of a ship of war when using oil instead of coal," he said, "is increased . . . by nearly 40 per cent. for the same weight of fuel." Moreover, oil could be stowed in places from which it would be impossible to bring coal to the furnace. Oil-bunkers can be replenished with rapidity, and, owing to the few men required, without interfering with the fighting efficiency of a ship. Re-coaling is exhausting to the whole crew, while a few men can refill oil-bunkers. Coal-trimming and stoking also are reduced to a minimum when oil is used, thus allowing a great reduction of the most exacting kind of labour.

A FUTURE DEVELOPMENT OF THE "OIL ONLY" BATTLE-SHIP.

REPUBLISHED FROM "THE ILLUSTRATED LONDON NEWS" OF SEPTEMBER 3 AND 10 1910, FROM DRAWINGS BY CHARLES J. DE LACY.



AN ADVANTAGE OF THE "OIL ONLY" WAR-SHIP: THE POSSIBILITY OF A FUNNEL-LESS, CLEAR DECK IN ACTION IN A BATTLE-SHIP DRIVEN BY GAS-ENGINES.



HOW AN "OIL ONLY" GAS-ENGINE-DRIVEN WAR-SHIP COULD BE WORKED: A SECTION OF A BATTLE-SHIP IN WHICH COAL FUEL CAN BE DISPENSED WITH.

The two drawings here reproduced appeared in "The Illustrated London News" of September 3 and 10, 1910, respectively, and we republish them now in view of the striking manner in which our Artist's pictorial prophecy, so to speak, is in course of being fulfilled by current events. The First Lord of the Admiralty's speech in the House of Commons the other day, when he dealt fully with "the engaging topic of oil fuel," showed to what a great extent oil has already superseded coal in the Navy, and how much more it will do so in the future. The upper illustration shows the advantage an "oil only" battle-ship has over the coal-burning type, since its funnel-less deck gives the big guns a far greater arc of training. Other advantages are that no men are exposed on deck during action: the vessel is smokeless, and has great speed, and can take a much larger armament than a steam-ship, owing to the greater deck-space. It should be pointed out that these illustrations show vessels driven by internal-combustion power, while at present in the Navy oil is only used as fuel to create steam.

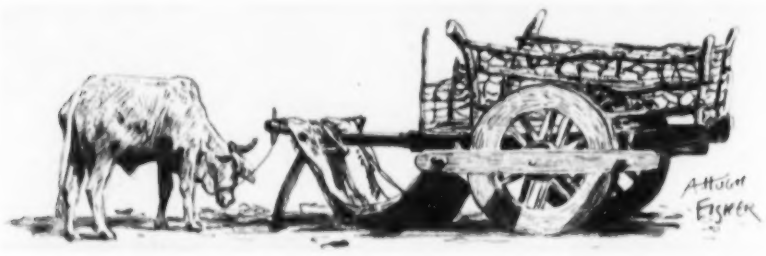
ONCE THE RECEPTACLE OF ACTUAL BONES OF BUDDHA: THE SACRED CASKET (IN THE CENTRE) WITHIN WHICH WAS THE RELIQUARY, FOUND AT PESHAWAR.

VIGNETTES OF EMPIRE.—XVI.

PESHAWAR AND THE KHYBER PASS.

AFTER passing through Wazirabad and Lalamusa on my journey from Amritsar, the country changed from flat plain to irregular humps and hillocks of mud. I passed mud towns, and here and there accumulated stores of great mud-coloured logs near the railway—river-floated from the hill forests of Kashmir. Then, as in a world of crumbling fossil cities, all the grey desiccated land was dust.

I reached Peshawar a little before dawn, and got out at the Cantonment and not at the city station. In the station-master's room a group of great-coated men with rifles crowded round a fire. The city station had been raided only one week before, and although the cantonment was "safer than houses," there was an invigorating air of excitement. The wide, tree-bordered, and well-kept roads, and the white cherry-blossom in orchard and garden, made me think of English park-land in spring.



SEEN AT PESHAWAR: A PRIMITIVE TYPE OF BULLOCK-CART.

When I entered the city through the Edwardes Gate, the Kissa Kahani—the Peshawar Lombard Street—took me to the Kotwali, a large, whitewashed police-station, with its own wide gateway leading off at right-angles into the silk-market and the older parts of the city. The wide, open space between the Kotwali and a raised octagonal rest-place (a memorial to Colonel E. G. Hastings, C.B.) was a dazzling and crowded scene. On long lines up and down one side, myriad skeins of silk, brought from Bokhara and China, hung out to dry in the sun; and opposite to these was a row of money-changers' stalls, each with its large pile of rupees and other coins (really a mud-cone covered only on the outside with silver). Then at the back, behind the silks on one side and the money-stalls on the other, were the lines of bazaar-shops, with many strange wares from Afghanistan and Central Asia.

Turning to the right at the Hastings Memorial, the street leads presently to the famous Gor Khatri, now used for municipal offices, but for many years occupied by the romantic Italian General Paolo Crescenzo Martino Avitabile, Governor of Peshawar under Ranjit Singh. From the top of this building I could see all over the flat-roofed city and the surrounding country. In the distance on one side rose Mount Tartara, and on the other a dip in the nearer hills marked the position of the fort of Jamroud, which Mr. Spender has so aptly described as looking like a stranded Dreadnought guarding the entrance to the Khyber Pass.

After that I found myself in the street of the "Hakims" (native doctors), and stopped with my companion to talk to one of the Hakims sitting on the raised floor of his shop, with its rows of strange bottles and drug-jars. To a question as to the fees he charged for advice and medicine, the Hakim answered, "A rupee if I go to the patient's house; but if the sick man come himself to the shop, only the medicine do I charge him for; and the cost of that would be three to five rupees." "That would surely be a very great deal if the sick man were a poor man," I said, thinking the quotation had probably been arranged for any possible needs of my own. "If the illness is serious," said my companion, "he will be able to pay—otherwise he will not."

A more modern type of native doctor was one trained at the medical school at Lahore whom I met at a Peshawar dispensary. Here he saw an average of two hundred patients a day, eye and throat being the most frequent causes of trouble. Antiquated notions of medical treatment, however, still find favour with many of these Northern people, and a young Afridi boy was pointed out to me at the Government High School who had just returned "cured" of lung disease by being wrapped in a freshly flayed sheepskin for some hours!

Peshawar is a very ancient city, but has no monuments of antiquity within its precincts. At a little distance, however, at the mound called Shah-ji-ki-Dheri, are the remains of the great Buddhist memorial which was built in the reign of King Kanishka, when Peshawar, then called Purushapura, was the capital of his kingdom. The remains of Kanishka's building were discovered in 1909 by Dr. Brainerd Spooner, of the Indian Archæological Survey, and in an inner shrine of the building (which must have had a diameter of 286 feet) was found a metal casket containing a crystal reliquary in which were three small fragments of the actual bones of Buddha.

IN THE HARLEY STREET OF PESHAWAR: AN AFGHAN DOCTOR IN THE STREET OF THE HAKIMS, FEELING A PATIENT'S PULSE.

The Khyber, at the time of my visit, had not yet been reopened after a military expedition, and when I obtained permission to enter the Pass, the large Sarai at Jamroud was filled with Kabulis with camel caravans waiting to go through with the supplies of salt, tea, and hardware for which they had exchanged the silk, fruits, and carpets they had taken to Peshawar.

The wind blew strongly along the sweeping curve of the entrance to the Pass, and the hard, well-made road wound in and in to the narrow ravine which runs between high, precipitous sides. At length I reached the Fort of Ali Masjid, in the middle of the Pass. It is of tawny yellow stone, crowning a steeply sloping squat cone where the Pass is at its narrowest. A breakdown on the road, through my ponies shying at a sick camel, kept me in the Pass till next morning, and I slept that night in a hospitable military camp which was pitched beside the road just below a village of cave-dwelling Kuchi Khels. The wind—the Khyber wind—strained at every cord, tearing and ripping everything that could be torn or ripped, and howled and screamed loudly above the coughing of the camels. In the morning the battlemented fort appeared in bright light against a drift of cloud. Beyond it, towards Landi Kotal, the silhouette of mountain was black purple, with two growing patches of yellow where the sun got through. The loose shale glistened and the low bushes looked silver-grey along the little stream that spates in June, when the snows melt.

Although Alexander the Great entered the Peshawar plain through the Michni Pass, the Khyber has ever been the key of the adjacent regions.—A. HUGH FISHER.

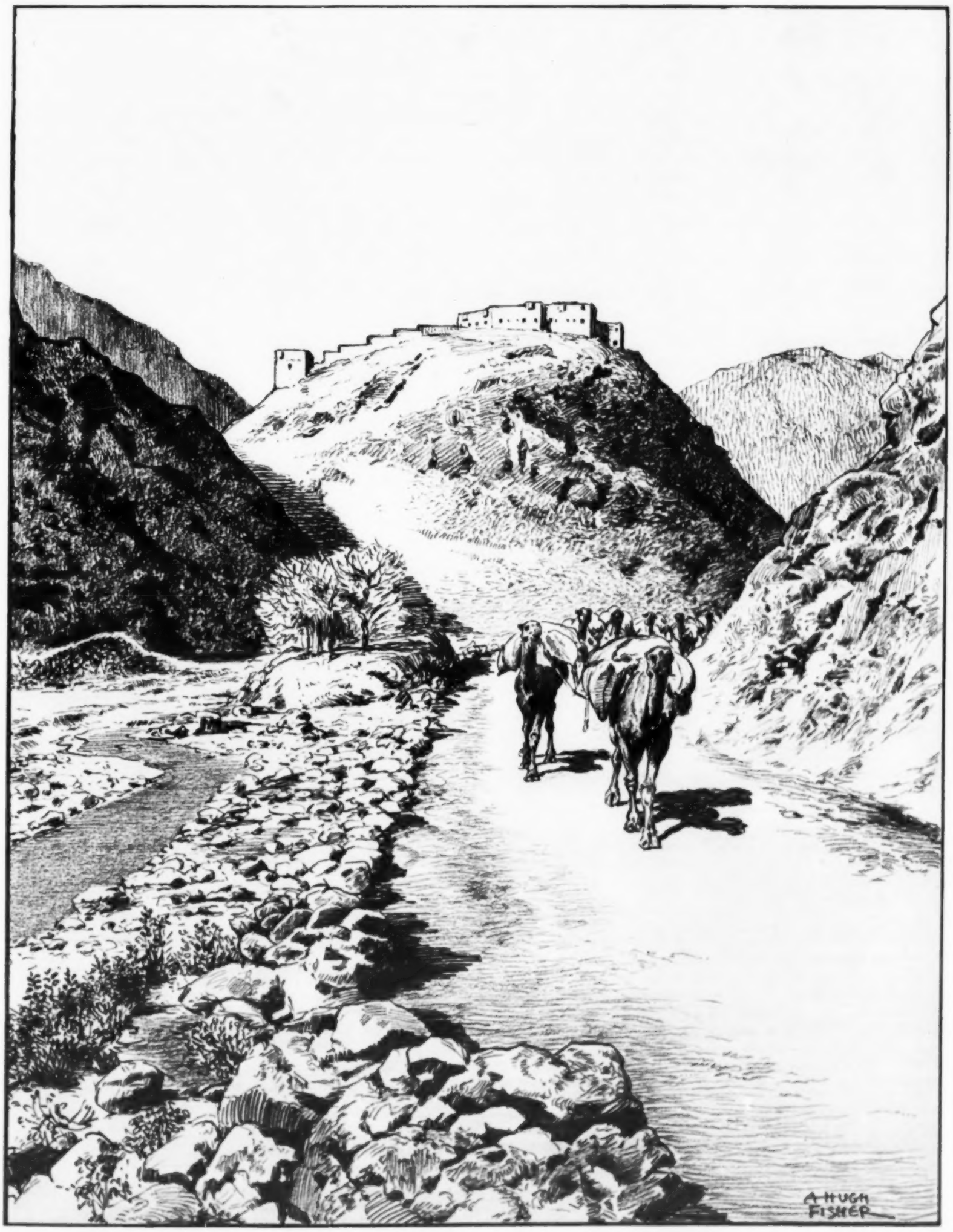
WHERE THE CASKET CONTAINING BONES OF BUDDHA WAS DISCOVERED: EXCAVATIONS AT SHAH-JI-KI-DHERI, NEAR PESHAWAR.

Here, inside the ruins of the great Stupa of Kanishka, was discovered the metal casket containing actual fragments of the bones of Buddha, in a crystal reliquary. The casket is drawn in the centre of the heading to this page.

DRAWINGS BY A. HUGH FISHER.

A GATE OF EMPIRE: ALI MASJID—A FORT IN THE KHYBER PASS.

DRAWN BY A. HUGH FISHER.



WHERE NADIR SHAH RODE THROUGH, WITH THE KOH-I-NOOR IN HIS TURBAN, AFTER THE SACK OF DELHI: THE KHYBER PASS, TRAVERSED BY MANY A CONQUEROR.

Describing his visit to the Khyber Pass, Mr. Fisher, whose article appears opposite, writes: "At length I reached the Fort of Ali Masjid, in the middle of the Pass. It is of tawny yellow stone, crowning a steeply sloping squat cone where the Pass is at its narrowest. . . . Although Alexander the Great entered the Peshawar plain through the Michni Pass, it is the Khyber that has, since his invasion, been the key of the adjacent regions. Timur rode here, and Genghiz Khan and Baber; and it was through the Khyber that Nadir Shah, after sacking Delhi, rode with the Koh-i-Noor in his turban. The yellow, pyramidal hill of Ali Masjid has a long record of capture and recapture even to the closing years of last century, and remains one of the most interesting strategic posts in the whole Empire."

BREAKING THE CAMEL'S BACK: BULGARIA'S LAST STRAW.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS AND RECORD PRESS.

FERDINAND AGAINST FERDINAND: THE ROUMANIAN KING (IN HIS MOTOR-CAR) WITH CROWN PRINCE FERDINAND, CROSSING THE FRONTIER.

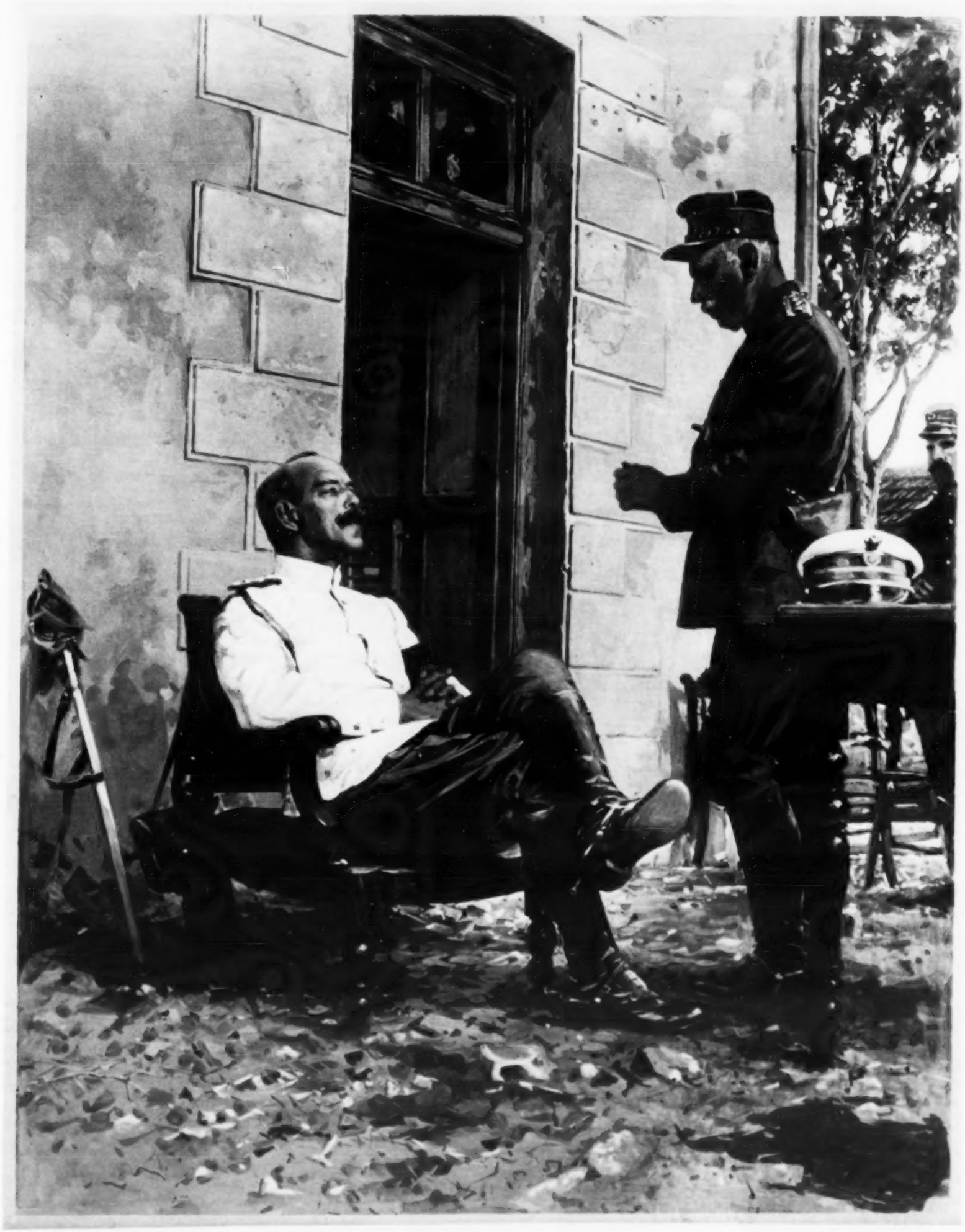
THE MOTOR-CAR INSTEAD OF THE HORSE: KING CHARLES CONFERRING WITH HIS COMMANDER-IN-CHIEF, CROWN PRINCE FERDINAND.

ROYAL INTEREST IN ROUMANIAN TROOPS: KING CHARLES INSPECTING HIS MEN BEFORE LEAVING FOR THE FRONT.

Roumania's declaration of war against Bulgaria might be described as "the last straw which broke the camel's back," for Bulgaria, already at war with her former allies, Greece and Servia, was in no position to make any effective resistance to this new foe. It was reported on July 21 that, on the previous Friday, at Ferdinandovo, a whole Bulgarian infantry brigade, with twelve guns, had been captured by the first Roumanian Cavalry Division under General Bogdan. The Bulgarians were surrounded, and, in accordance with their orders, offered no resistance. By July 21, it was understood, four Roumanian Army Corps had crossed the Danube. As mentioned in our last number, where we gave a full-page portrait of him, the Crown Prince Ferdinand, nephew of King Charles, is Commander-in-Chief of the Roumanian force in the field, and thus we have one Ferdinand leading his troops into the kingdom of another Ferdinand. Tsar Ferdinand of Bulgaria recently sent a conciliatory telegram to the King of Roumania, asking on what terms Roumania would cease hostilities. King Charles claimed about six thousand square kilometres of territory.

LARGELY INSTRUMENTAL IN BULGARIA'S DOWNFALL: THE KING OF GREECE.

PHOTOGRAPH BY C.N.

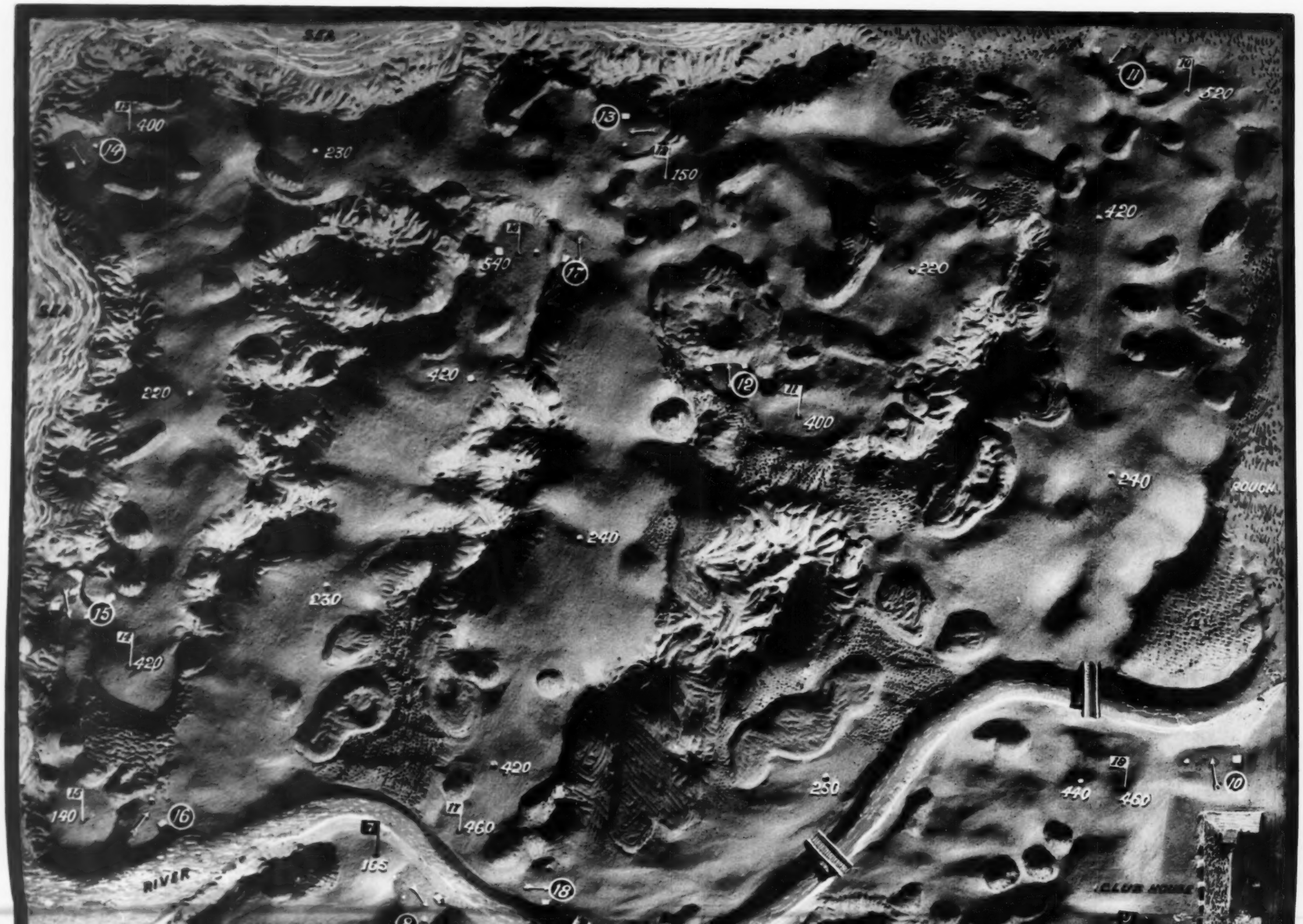


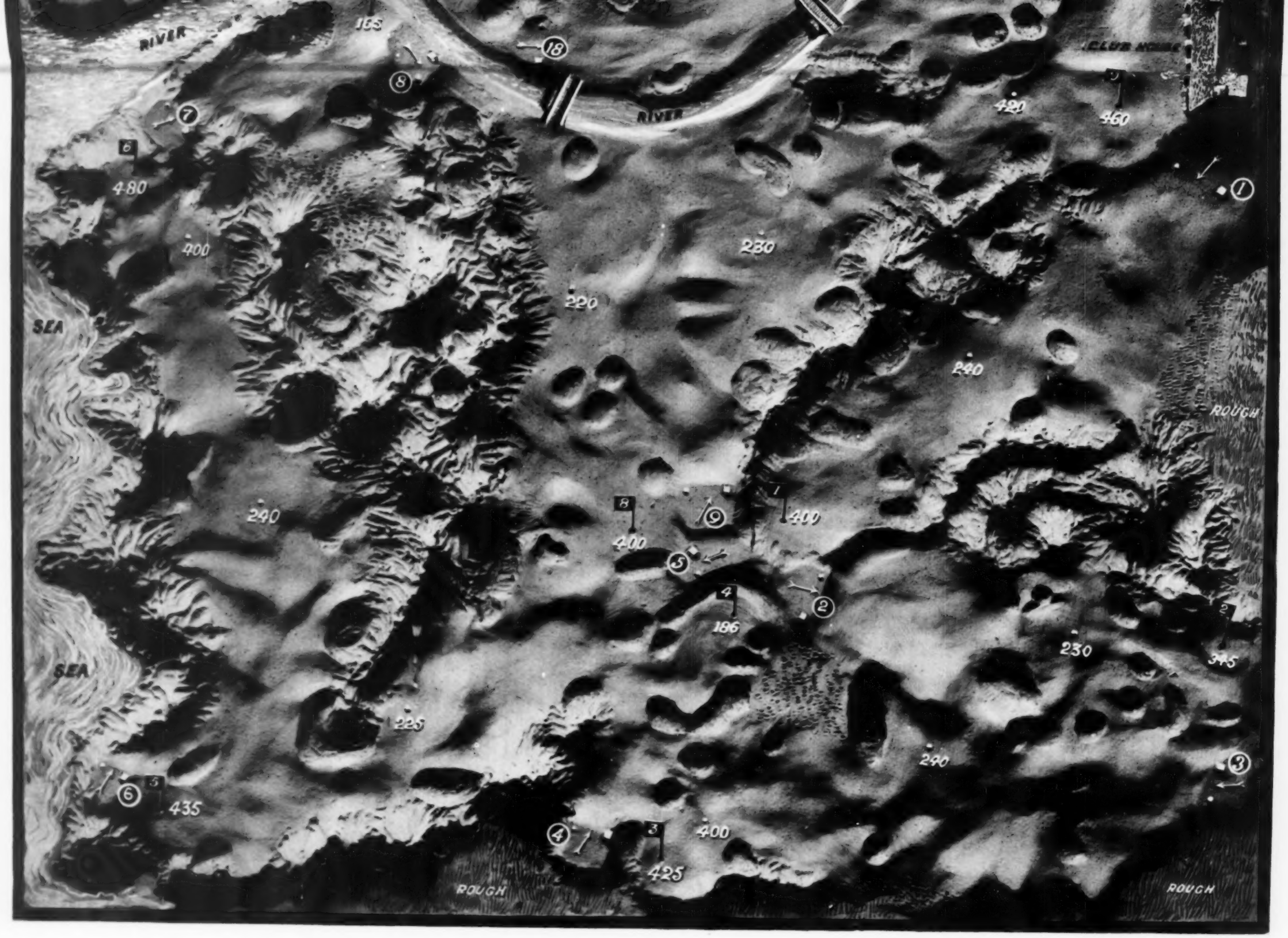
LEADING HIS ARMIES AGAINST HIS FORMER ALLIES, WHOM HE ACCUSES OF ATROCITIES: KING CONSTANTINE AT THE GREEK HEADQUARTERS ON THE FIELD, GIVING INSTRUCTIONS TO AN OFFICER OF ARTILLERY.

The King of Greece, who has been in command of the Greek forces successfully advancing on Bulgaria, has taken a very strong line in regard to the atrocities alleged to have been committed by Bulgarian troops in Greek towns and villages. In a telegram sent from the Army headquarters to the Minister for Foreign Affairs at Athens, his Majesty said: "Protest in my name to the representatives of the civilised Powers against these monsters in human form, and declare before the whole civilised world that I shall be compelled to take vengeance in order to inspire terror into these monsters, and to make them reflect before they commit any more such crimes, which surpass in horror those committed during the incursions of the barbarians." It is fair to add that, in a telegram from Sofia, King Ferdinand subsequently repudiated these charges against the Bulgarian troops, as being entirely unfounded, and suggested an international inquiry. King Constantine, however, has repeated his accusations. A final judgment is, of course, impossible at present, but the weight of opinion is that the conduct of the Bulgarians has been far from irreproachable.

THE SCIENCE OF LINKS-DESIGNING: THE IDEAL GOLF COURSE.

Specially Designed for "The Illustrated London News" by Mr. W. Herbert Fowler.





A COURSE THAT MIGHT BE FOUND IN UTOPIA: A MODEL SHOWING A GOLF LINKS WHICH FULFILS EVERY REQUIREMENT OF THE SCRATCH PLAYER.

Mr. Fowler, who, in conjunction with Mr. Simpson, is so well known in the golfing world as a designer of new courses, or new holes on old courses, has made a model which shows all the qualifications of a perfect golf course. This model we reproduce above. In an article given on another page, Mr. Fowler describes the essentials of an ideal course. First, he explains, the course must be among sand-dunes at the seaside. Secondly, the position of the club-house should render two starting-points accessible. Thirdly, there should be no crossing. Fourthly, there should be four one-shot holes. Fifthly, not more than two holes should be played in the same direction consecutively. Our readers will notice that the seventh hole is on the lines of the celebrated Redan at North Berwick, and the eleventh hole is very similar to the fourth at Westward Ho! in having a big carry over the large bunker; while the seventeenth hole, a very difficult one, has a close resemblance to the seventeenth at Walton Heath. It is noteworthy that St. Andrews, acknowledged by a plebiscite of amateur golfers as the best course in existence, fulfils the above conditions in only one particular. We have given in figures on the model the distance and position of each shot until the green is reached, when two putts are allowed to the player in every case. The course is 3296 yards out and 3490 yards home. The par of the green is 36 out and 38 home—a total of 74. But this score would be very difficult to attain. A scratch player should be fairly content with a 44 out and a 43 home—a total of 87.

LITERATURE

MR. A. HENRY SAVAGE LANDOR.

The Celebrated Thibetan Explorer, whose new book of recent personal adventures, "Across Unexplored Brazil," will shortly be published.

Photograph by Bassano.

EGYPTIAN SCRIBES

EARL LOREBURN, EX-LORD CHANCELLOR.

Whose new book, "Capture at Sea," published by Messrs. Methuen, explains the dangers to which the laws of the sea expose commerce in war-time.

Photograph by Lafayette.

"Siam." As a word-painter of travel-pictures Pierre Loti has no less charm than Heinrich Heine, though the two men have looked upon life through different-coloured glasses, and Heine had few, if any, of the advantages that have fallen to the distinguished Frenchman. We know, in taking up a volume of travel impressions by either writer, that, even though we differ from the conclusions, we shall at least be delighted with the fashion of their presentation. In "Siam," by Pierre Loti (T. Werner Laurie), we have the record of a journey made nearly twelve years ago, from Saigon through Cambodia. It lasts from Nov. 23 to Dec. 5, 1901, but the record closes on Tuesday, Dec. 3, so that we have the experience of ten days turned to the service of some hundred and fifty pages. The introductory chapter deals with the author's school-days, when the ruins of Angkor, seen in the rough print of an old colonial review, first excited his interest in Cambodia, and there is an epilogue, written in 1910, wherein he sums up the ultimate value of his many pilgrimages by land and sea, and finds it in the consoling belief in the Sovereign Pity that overshadows the world. We do not look to M. Loti for an acute analysis of nations or national temperament. We are hardly concerned about his conclusions. His views of the Japanese have discounted for all time the value of this side of his work. It suffices his many admirers that, in writing of travel, he can give us exquisite pictures of people and things, and can create an atmosphere in which the reader is carried pleasantly into another world—a little exotic, a little enervating, but none the less well worth visiting in his company, even through the medium of a translation. Mr. W. P. Baines is to be congratulated upon the skill and fluency with which he has rendered the delicate French into English, and kept the charm intact. For those who love travel, and have been surfeited with matter-of-fact descriptions that hold so much of the letter and so little of the spirit, M. Loti's "Siam" will prove no less fascinating than his better-known works on Egypt, India, and Japan. He sees with the vision of an artist, that vision granted in so large a measure to the Latin races, and he can communicate what he has seen to many who might feel, but could not express, some at least of the emotions that make travel memorable. The illustrations are admirable, and the book, slight though it be, is among the few that do not exhaust their interest at a single reading.

AMID THE RUINS OF THE CITY OF ANGKOR THE GREAT: BEFORE THE TEMPLE OF BAYON

"We reach a shapeless mass of rocks, a kind of mountain above which the fig-trees of ruins spread superbly their large green parasols. And this is Bayon. These rocks were builded long ago by the hand of man; they are factitious; they are the remains of one of the most prodigious temples of the world. The destruction is bewildering. . . . The temple, of which the scarcely recognisable ruins are before me, represents the earliest conception, crude and savagely immense, of a people apart, without analogue in the world, and without neighbours: the Khmer people, a detached branch of the great Aryan race, which planted itself here as if by chance, and grew and developed far from the parent stem, separated from the rest of the world by immense expanses of forest and marshland. About the ninth century this sanctuary, ruder and more enormous, was in the plenitude of its glory."

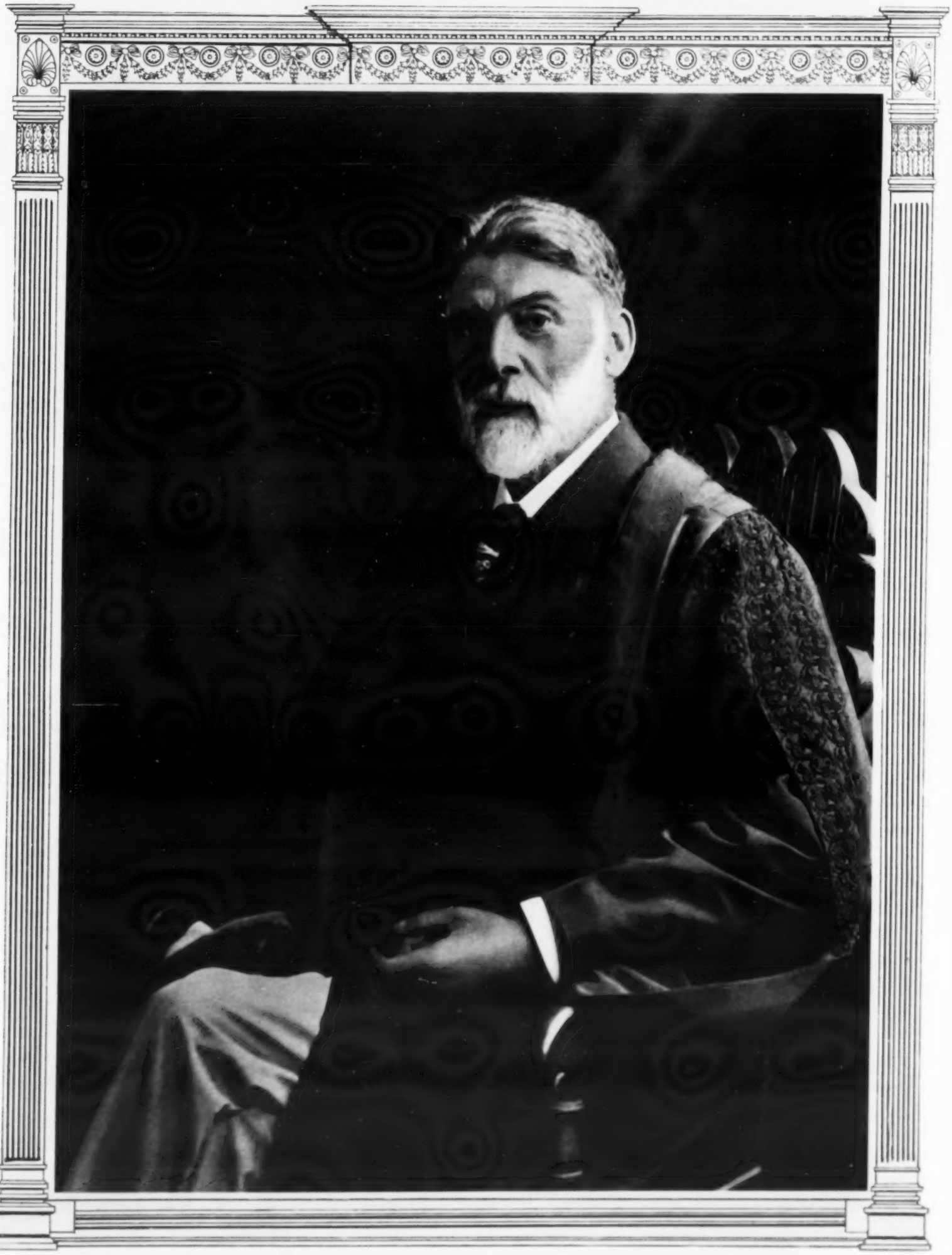
From "Siam," by Pierre Loti (Translated by W. P. Baines). Photograph by P. A. Thompson, reproduced by Courtesy of the Publishers, Messrs. T. Werner Laurie, Ltd.

"Madame Tallien." The writer of this interesting book makes a sincere effort to solve some of the mysteries which still surround the extraordinary and enigmatic personality of the woman who has come down in revolutionary history under the strange nickname of "Notre Dame de Thermidor." "Madame Tallien," by L. Gastine, translated from the French by Lewis (John Lane), tells a most amazing life-history. She must have been a woman of considerable energy of mind as well as of acknowledged beauty. She was released on the Twelfth Thermidor, and it was then, and not till then, that she really became Mme. Tallien. Theresia—for such was her curious Christian name—became and remained immensely popular with the Parisian populace; it was thought that she inspired Tallien in everything good that he did, and that she frowned at his follies. Meanwhile, her amazing loveliness won her closer adherents; above all was she ardently loved by two men—Ouvrard and Barras—who, though almost forgotten now, played a great part in their day. With the latter she openly joined her fortunes, and she was so charming and so kindly that she even obtained the suffrages of such respectable women as the Duchesse d'Abrantès and Mme. Récamier. Napoleon, however, had by that time a high ideal of what his Court should be. He did not consider Mme. Tallien a suitable friend for his wife, and he forbade Josephine to go on receiving her. On this fact becoming known, the unfortunate Theresia found herself "cut" by many of her former friends. With an energy that one cannot but admire, she made up her mind to go over to the Royalist faction, and, being by this time legally divorced from Tallien, she suddenly became the wife of a young aristocrat bearing one of the greatest names in France, that of Comte Caraman. The book contains an interesting account of Theresia's later years, and there are a number of curious and interesting illustrations.

"William Morris." "William Morris," by Mr. Arthur Compton-Rickett (Herbert Jenkins), seeks to present the amazingly various activities of the poet-artist and sociologist "through his personality, rather than to view them as something apart from the man." The book is in five parts—the Manner of Man, the Poet, the Craftsman, the Prose Romancer, and the Social Reformer. Under each heading the author presents a lively and intimate picture, and communicates his impression of character with force and point. He makes the reader feel Morris's energy, which was, perhaps, his dominant quality. Yet, for all his constant preoccupation, Morris always seemed to have leisure, an admirable testimony to the method of his works and days. It was only at the very end that he seemed tired. Radically, his nature was sweet, but he had a fiery temper and could be explosive on occasion. In his consideration of Morris as a poet, Mr. Compton-Rickett does not find him great, but genuine: he was a happy *improvisatore*. If his verses came well, well and good; if not, he put them aside without troubling to revise them. He had no intense self-consciousness. He kept close to Earth and won from her the "equable sweetness and uniform temperature of his work as a whole." Most interesting, perhaps, is the section on Morris the Craftsman. It is there that he is most himself. His other phases might vary, this was constant. For his work he had the enthusiasm of a schoolboy for a favourite pastime. He would not delegate to assistants even the minute drudgeries of detail. "Do you think I am such a fool, after having had all the grind of doing this design, to let some other fool have the fun of doing the spotting?" And when he was "dyeing, dyeing," as his joke ran, his ambrosial locks would be tinged with blue. Once thus decorated he would have gone to a party had not Rossetti interfered. As Prose Romancer, Morris succeeds by simplicity and frankness—a criticism as indisputable as it is obvious. Of the Social Reformer it is not easy to speak with enthusiasm. This the author evidently recognises, but he remains a loyal admirer.

TO MAKE "THE MUSIC OF OUR PATRIOT SONGS": THE NEW LAUREATE.

PHOTOGRAPH BY LAFAYETTE, DUBLIN.



HEIR TO THE LAURELS OF TENNYSON AND WORDSWORTH: MR. ROBERT BRIDGES, APPOINTED POET LAUREATE.

Mr. Robert Bridges, the new Laureate, has not hitherto produced much work of the kind usually demanded of a Court poet, such as odes on national occasions. Among his few poems of that class may be mentioned the lines on the Diamond Jubilee of Queen Victoria, entitled "Regina Cara," his ode in memory of old Etonians who fell in South Africa, set to music and performed when King Edward inaugurated the Memorial Hall at Eton, and his Peace Ode on the conclusion of the Boer War. Another fine poem inspired by that war is his "Matres Dolorosae." His interest in England's naval achievements is expressed in his "Elegy—the Summer House on the Mound," and there is patriotic sentiment in his Ode for the Bicentenary of Henry Purcell, where, of the sea, he sings: "Yet shall his storm and mastering wave Assure the Empire to the brave. And to his billowy bass belongs The music of our patriot songs." Mr. Bridges was born in 1844, and began his career as a doctor, but abandoned medicine for poetry in 1882. His works include "Prometheus the Fire-Giver," "Eros and Psyche," a number of shorter poems, and eight plays—the best-known, perhaps, "Achilles in Scyros."

THE SENSATION OF THE SEASON: CHARACTERS IN "BORIS GODOUNOV."

PHOTOGRAPHS BY GERSCHEL.

1. MME. E. PETRENKO AS THE NURSE.
2. M. NICOLAS ANDREEV AS PRINCE CHUISKY.
3. M. BELIANIN AS VARLAAM, ONE OF THE DRUNKEN MONKS.
4. MLLE. DAWIDOWA AS FEDOR, SON OF BORIS GODOUNOV.
5. MLLE. BRIAN AS XENIA, DAUGHTER OF BORIS GODOUNOV.
6. M. DAMAEV AS THE FALSE DMITRI.
7. THE GREAT CHALIAPINE IN THE NAME-PART OF "BORIS GODOUNOV."
8. M. PAUL ANDREEV AS PIMENE, AN OLD MONK.

The success of "Boris Godounov," the music-drama by M. P. Moussorgsky, when given at Drury Lane, was so much beyond expectation that two extra performances were called for, at one of which (that arranged for Monday, July 21) his Majesty the King expressed his intention to be present. The beauty of M. Moussorgsky's score has come as a revelation to a great many English lovers of music, while the singing of Chaliapine has met with a success which has only been equalled by that of Caruso. The marvellous singing of the chorus also has proved what can be accomplished by a company that is regularly trained together.

BY A GREAT RUSSIAN PAINTER: VERESTCHAGIN'S "BEFORE MOSCOW."

REPRODUCED BY PERMISSION OF THE BERLIN PHOTOGRAPHIC COMPANY

RUSSIA'S MOST FATEFUL MOMENT: NAPOLEON GAZING UPON THE CITY OF MOSCOW, WHOSE OCCUPATION WAS THE TURNING-POINT TO HIS SUCCESSFUL CAREER.

The Russian Supplement given in our last Issue has called forth much appreciative comment, and also the suggestion, from many quarters, that among the examples we gave of Russian Art should have been included some work of the famous painter, Verestchagin. In deference to this demand we therefore publish this reproduction of his well-known picture, "Before Moscow," representing Napoleon's first view of the city on his fateful campaign. The scene is vividly described in "La Campagne de Russie"—the Memoirs of Napoleon's Aide-de-Camp, the Comte de Ségur. "One last height," he writes, "remains to be surmounted. It is close to Moscow, which it dominates. It is the Mont du Salut, so named because, at the sight of their sacred city from its summit, the inhabitants make the sign of the Cross and prostrate themselves. . . . It was two o'clock, and the sun made the great city sparkle with a thousand hues. Struck with wonder at the spectacle, they halted, crying, 'Moscow! Moscow!'"

PREPARATIONS FOR THE HOLIDAYS: HATS FOR ALL OCCASIONS.

THE MODERN JUDGMENT OF PARIS: CHOOSING HER HATS.

Now that the holiday and summer visiting season is upon us, the question that chiefly engrosses the feminine mind is the subject of the hats that will be required during that time. Our main picture shows the result of much thought and selection. Every event of the holiday has been duly considered: there is the bonnet for the motor, the hat for the garden party, the "Marquis," and simpler shapes for lesser occasions. In the border will be seen a quartet of simple and charming garden hats, of which the descriptions, reading from left to right, are:—1. A soft linen hat with a wreath of light flowers and tied under the chin with a ribbon. 2. A shady garden hat trimmed with woollen flowers and an encircling ribbon round the crown ending in a scarf effect round the throat. 3. A hat of plaited straw with bows, and fastened under the chin with black velvet ribbon. 4. A white linen hat with a flowered ribbon and the brim lined with raven's-wing blue.

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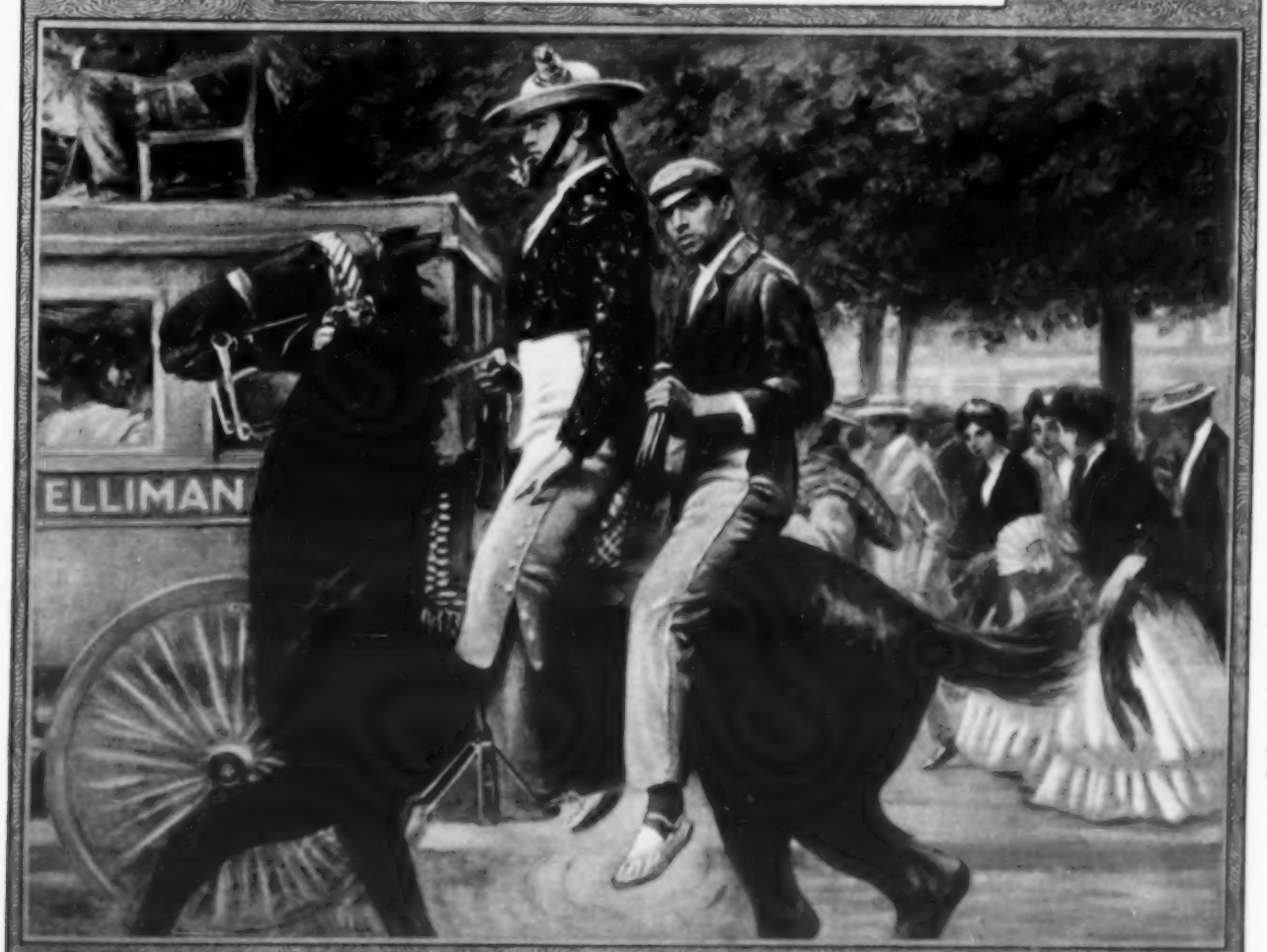

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NEW NOVELS.

"Lore of Proserpine." Mr. Maurice Hewlett has published in one volume all that he knows at present of the fairies. His knowledge is varied and curious, and provides a delicate entertainment; which is, of course, to be expected from his subject. He does not appear ever to have met Puck (of Pook's Hill, or otherwise); but he has seen elfin ladies dancing on Parliament Hill, and he knows the ins and outs of a fairy marriage. He has heard the strange experiences of those who have encountered wood-sprites; and he chronicles the incidents that brought about the abduction of Mr. Beckwith's little girl by a fairy kidnapper called Thumbeline. "A comparison of the fairy-kind with human beings," says Mr. Hewlett, "is never successful, because into our images of human beings we import self-consciousness. They know what they are doing. Fairies do not. Human beings know what they are doing because it is never exactly what they meant to do, or what they wanted to do. Now with fairies, desire to do and performance are instinctive and simultaneous. If they think, they think in action." And the upshot of all this observation is "Lore of Proserpine" (Macmillan and Co.), a web of gossamer and moonlight, an enchanting fantasy woven to the pipe of music beyond the hearing of common mortals across the dusk of midsummer nights. We have found it a charming book.

"Virginia." There is an almost intolerable pathos about the story of "Virginia" (Heinemann). It is written round one of the greatest tragedies that can enter a woman's life, and its poignancy is heightened by the art that introduces Virginia in the bloom of her girlhood and then leaves her, broken on the wheel of Fate, at forty-seven. She is the woman of the old order of things, whose love expressed itself in self-abnegation; and who gave all, to be rewarded by being valued at her own humble, pitiful estimate—she with the price far above rubies. Miss Ellen Glasgow, who makes every point in her book, does not omit to indicate that Virginia's perpetual sacrifice was an offence against her kind. Her love never braced or disciplined her husband or children, and it was much more by luck than by good management that her boy remained uncritically faithful to the end. Virginia lost the husband of her youth to another woman because she had never commanded him, and never made a serious effort to live on his intellectual level. She would have made him a domestic tyrant if his bent had been that way; she did spoil her children to a degree that is horrifying to the English reader. The saddest part of all this is that it is the finest nature that suffers. What was the brilliant Oliver's agony to her? His surrender to her rival made him consciously commit a hateful cruelty to his wife, who was left to drag herself to her deserted home as best she could. Yet there was the message from the boy. . . . Life could still hold something for Virginia. We congratulate Miss Glasgow on a fine piece of work, which is not only a powerful book, but a most acute study of the ethics of unselfish devotion.

MADE FOR THE LARGEST STATUE IN THE WORLD: A WOODEN MODEL FOR A HUGE GRANITE IMAGE OF NICHIREN, A JAPANESE SAINT.

Nichiren lived in the thirteenth century. His name means "Lotus of the Sun," from a dream that his mother had before his birth. He became a religious teacher, and offending the authorities by his doctrines, was taken to execution. The headsman's sword, however, was unable to decapitate him, whereupon [Continued below.

NOW BEING SHAPED INTO THE BIGGEST STATUE IN THE WORLD: A NATURAL GRANITE ROCK ON THE ISLAND OF USHIGAKUBI, JAPAN. [Continued.]

Tokimune, the then Regent of Japan, being warned in a dream, spared Nichiren's life, and he lived to the age of sixty. Recently Mr. Kichitaro Nishio, a wealthy worshipper of the saint, determined on having a vast granite rock on the Island of Ushigakubi (or "The Cow's Head"), in the Inland Sea of Seto, which he owns, carved into a recumbent effigy of Saint Nichiren, and the work is now proceeding. From head to feet the stone image is to measure 240 feet. It will be sixty feet longer than the Sleeping Buddha statue at Pegu, in Burma, and rather longer than the Sphinx in Egypt—the two largest stone carvings in the world. To emphasise the huge bulk of the intended statue, note in comparison the man standing on the rock, marked by an X.

This appeal to our readers can hardly fall on deaf ears. It is made on behalf of those who cannot ask for themselves. Mrs. Beerbohm appeals again, and urgently, for help to send to the sea or the country, governesses, typists, hospital nurses, secretaries, musicians, actresses, clerks, and ladies of gentle birth also engaged in London in other professions, who through age and ill-health are out of work. Unable to earn money in the summer months, they are left behind, stranded and exposed to bitter sufferings. Contributions should be sent to 48, Upper Berkeley Street, W. All will be gratefully acknowledged and distributed.

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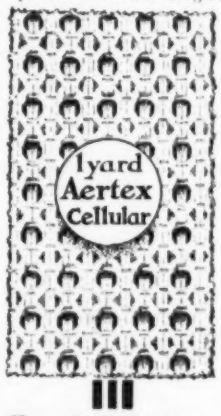

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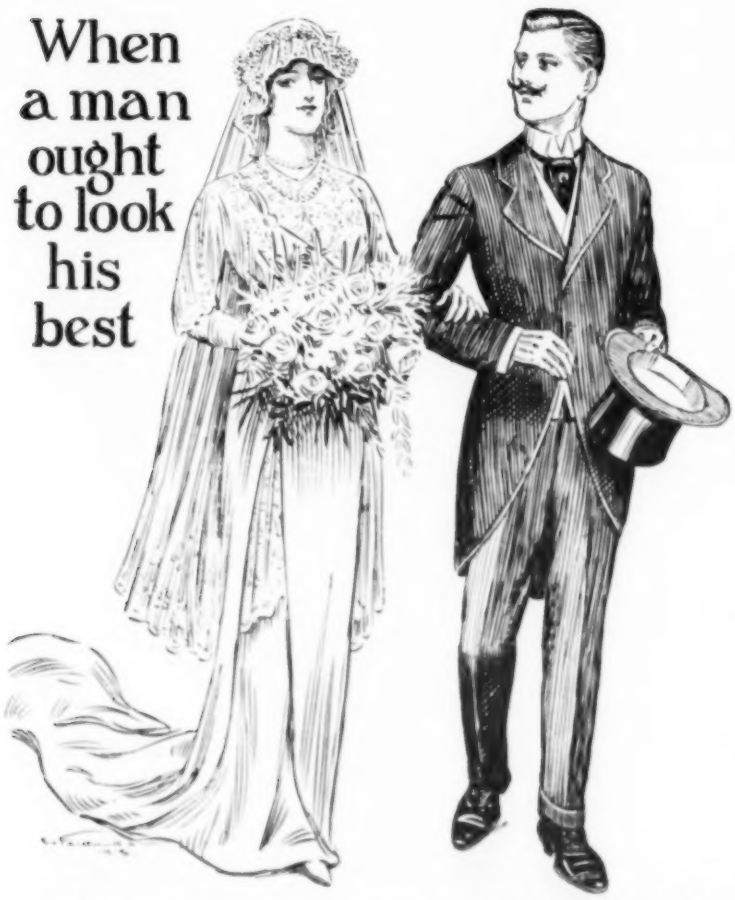
When a man ought to look his best



and have his shoes polished with

Cherry Blossom Boot Polish

No. 3.—When he is married.

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WILLS AND BEQUESTS.

THE will (dated July 8, 1908) of KATRINE CECILIA, COUNTESS COWPER, of Panshanger Herts, who died on March 23, is proved by Lord Desborough, the value of the estate being £243,913 1s. 2d. She gave her horses and carriages, wines, live and dead farm stock, etc., to Lord Desborough; £40,000 and certain jewels to her sister Lady Margaret Graham, and £1000 each to her children; £1000 and the income from £10,000 to her sister Lady Mabel Violet Isabel Compton; £1000 each to Miss Drummond, Miss M. Drummond, and Miss K. Drummond; three diamond chains to Lord Lucas, if married; and the residue to her niece Lady Desborough.

Photo. Record Press.

THE LATEST AIR-SHIP TO COME TO GRIEF: THE GERMAN ARMY SCHÜTTE-LANZ CRUISER No. 1 OUTSIDE ITS HANGAR.

On July 13—an ominous day of the month, by the way—the first of the huge 450 ft. long Schütte-Lanz rigid dirigibles in service in the German Army started from Königsberg for Berlin. It had to come down at Schneidemuhl, a garrison town on the Posen border, and moor in the open. A thunderstorm next day shook the air-ship, and the motor and one of the two cars were damaged. While repairs were being executed, a sudden north-westerly gale of wind swept the vessel from its anchors, finally wrecking it in a pine-wood. One soldier on board lost his life, by falling 800 feet. Another received very serious injuries.

The will of MR. ALFRED WALLIS, of Glenholme, Clayton, Bradford, worsted spinner and manufacturer, who died on March 27, is proved, and the value of the property sworn at £448,243. His four daughters Fanny, Lillie, Clara and Lena, having been already provided for, he gives £15,000 in trust for each of them, and the residue to his son Frank.

The will of MR. ANDREW CECIL DRUMMOND, of Cadlan, Hants, and of Messrs. Drummond and Co., bankers, Charing Cross, who died on Feb. 2, is proved by Mr. Maldwin Drummond, brother, the value of the property amounting to £265,024 the whole of which he leaves in trust for his said brother for life, with remainder to his first and others sons in seniority in tail male.

The will (dated Jan. 22, 1913) of the FIRST BARON AVEBURY, of Kingsgate Castle, near Ramsgate, and of Lombard Street, is proved by his sons, the present Lord Avebury and the Hon. Harold Fox Pitt Lubbock, the value of the personal estate being £362,877, so far as can at present be ascertained. After confirming provisions already made for his wife and children, he leaves £50,000 in trust to pay certain annuities to his daughters and grandchildren, and subject thereto for his son, who succeeds to the Peerage; £10,000 in trust for each of his children, Irene, Ursula, Eric, and Maurice; his interest in Robarts, Lubbock and Co. to his sons John and Harold, subject to the charges in favour of his wife and son Norman; £100 each to his butler, nurse, and secretary; £1000 to the University of London to found a Mathematical or Astronomical Prize; £500 each to the Royal Maternity Charity and the Royal Ophthalmic Hospital; and the residue to his eldest son, the present Peer.

The will (dated April 18, 1913) of MRS. CHARLOTTE ANNE CORRIE, of Park Hall, Oswestry, who died on June 20, is proved by her husband and the Hon. Richard S. G. Stapleton-Cotton, and George William Rowe, the value of the real and personal estate being £123,384. The testatrix gives £5000 to the Clergy Sustentation Fund of the Diocese of St. Asaph; £1000 to the Society for the Prevention of Cruelty to Children; £5000 each to Mary Blanche Holland, Helena Willoughby Willoughby, Georgiana Braithwaite Beaven, Lucie Stone, and Richard G. A. W. Stapleton-Cotton; £2000 each to Pauline Edith Stapleton-Cotton and Jane Primrose Stapleton-Cotton; £500 to George Galloway; £300 each to the executors; and the residue to her husband, Alfred Wynne Corrie.

The will of MR. GEORGE FRIDAY NEAME, of 18, Wetherby Gardens, South Kensington, who died on March 12, is proved by his sons, Laurence Harding Neame and George Harding Neame, the value of the property being £78,287 2s. He gives £100 each to Mary Williams and Ethel Beatrice Wright; legacies to servants; and the residue to his children.

The following important wills have been proved—

Mr. Henry Gibson Anderson, Park House, Wimbledon, and Oakhall, near Ballater	£393,579
Mr. Henry Johnston Younger, Benmore and Kilmun, Argyll, chairman of William Younger and Co., brewers, Edinburgh, personal estate	£385,043
Mr. Edward Cox, Cardean and Drumkilbo, Perth	£334,994
Mr. David Laudale, 25, Belgrave Crescent, Edinburgh	£164,357
Mr. John William Stone Dix, Hampton Lodge, Durdham Down, Bristol	£130,161
Mr. Walter Stewart Brown, Rockville, Blackrock, Co. Dublin	£128,408
Mr. John Tetlow Lewis, The Woodlands, Dunham Massey	£123,481
Mr. Thomas Aislabie Vigne, Pembridge House, The Park, Cheltenham	£74,758
Mr. John Saxby, North Court, Hassocks	£55,583

Photo. Underwood and Underwood.

THE USE OF FURS IN CIVIC DECORATION: A TELLING DISPLAY IN THE STREETS OF LEIPSIC.

One of the most strikingly attractive and original schemes of decoration seen in the streets of Leipsic during the holiday there of the great International Gymnasium Sports was that adopted by a great fur warehouse, the owners of which, as our photograph depicts, made a lavish show of costly furs over the façade of their emporium. The *tout ensemble* was unique, and drew expressions of outspoken admiration on all hands.

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DEWAR

Joseph Simpson, R.B.A.

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SIR DAVID WILKIE

This Picture is the Eleventh of a Series of colored Portraits of Famous Scots published by

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LADIES' PAGE.

IT were to be wished that men had never formed the bad habit of shunting all their own follies on to the shoulders of women, so far as the common speech is concerned. Is a man fussy and inconsequent—other men coolly dub him "an old woman." Is another man weak, or over-sentimental, or incapable of forming a logical judgment and acting upon it, he is bluntly and tersely—and, of course, adequately—described by other men in the one epithet "effeminate." Is he hysterical, excitable, and given to futile expostulation in matters that he cannot control—how womanish! And, above all, there is but one appropriate phrase for tyrannical, meddling, petty and foolish laws to interfere with the personal liberty of the community: this is, of course, "grandmotherly legislation," though not a single woman is counted amongst the legislators or their constituents! Still, we all know what the phrase means, do we not? And if I called it "grandfatherly legislation," that, though the strict truth, would be obscure! Of recent years we have learned something of the power over the consciousness of suggestion; and, seriously, it will be a good thing if we can get rid out of common speech of these continuous "suggestions" that women can be nothing but silly, weak, illogical, and fussily interfering, as characteristics of their sex.

Every week almost brings some new instance of the fact that men are far too prone to "grandfatherly" legislation. The great army of officials and inspectors whose salaries are eating up such a large proportion of our vastly increased taxation are for the most part engaged in carrying out "grandfatherly" legislation of one and another sort. Called "civil servants," they are really absolute masters of the free will of the public in a hundred matters on which private and individual action has always sufficed in more robust ages. The process is by no means completed. Every day almost brings out some new proposition for "protecting" grown-up people from some supposed danger to their morals or their money or their health, by compelling them to act as a few busybodies fancy the rest of the world had better act. The height of absurdity in this direction is, perhaps, touched by the jury who have just recommended that nobody shall be allowed to buy small quantities of petrol, such as women buy to clean gloves and silk blouses, because one poor woman was so incautious as to dry her gloves at a fire after cleaning them in this way, and so set herself ablaze and died. This one woman was ignorant or reckless—therefore every other woman shall be "protected," by being compelled to send every small thing to the cleaner instead of saving the cost by using this cleanser at home.

Nearly every woman with a small dress-allowance knows that petrol cleans wonderfully; the dirt seems to drop out magically as any small and light article is dipped up and down in petrol, or as gloves are rubbed with it on flannel. The mystery is that the dirt seems to vanish, and a small quantity of petrol can be used for several articles, as it does not get dirty. But both petrol and benzine, which also serves, are very inflammable, and not only so if used close to a light or fire, but are liable to send a trail of vapour across a long space, through which invisible conduit a distant flame may suddenly flash. This fact ought to be, and commonly is, known also. Thousands of poor middle-class girls probably use this simple and cheap way of cleaning light articles every year, but because one is injured in doing so, it is suggested that no others shall ever again be allowed to make use of the method at home!

A GOWN FOR GOODWOOD.

Biscuit-coloured charmeuse, with tunic of a beautiful brown and gold brocaded gauze, held to the waist by a diamond buckle. Black tulle hat with underbrim lined, and aeroplane bow-trimmings of the brocaded gauze.

Housekeepers of modest means should note that from now onward for two or three months is the period when fowls are cheapest, and so may be occasionally afforded even where the house-books have to be rigidly cut down. Poultry is always a rather extravagant item in this country, however, so we will all hope that an experiment now being made under the auspices of the Board of Agriculture will succeed. A new system of "intensive chicken culture," devised by Mr. Paynter, has given such results in his own hands that, if the same be achieved on the trial farm established for him by the Board, chickens can be sold for about half their present prices. The task of putting variety on the table is so wearisome when only beef and mutton are available that we will all surely send a thought-wave of good wishes to the Board of Agriculture's experiment.

In the British climate, no garment is more necessary than a shower-proof coat, and the "Cravenette" shower-proof garments for men, ladies, and children are so well known that it is almost needless to speak of their many advantages. Each separate fibre of the cloth is treated and rendered waterproof, so that the woven cloth as a whole is perfectly porous, and at the same time perfectly rainproof; the water runs off the surface as it does from a duck's back, and yet perspiration is not checked. All leading houses sell "Cravenette" garments, in many varieties of style and shape, and in a large variety of cloths, in black and colours. Every genuine garment will be found to have the trade-mark inside it, consisting of the name in an oval, and no article should be purchased unless thus authenticated as the "Cravenette" Company's manufacture.

All over the world, English leather has a high reputation. English-made boots and shoes are the well-known "Lotus" brand, which have established a great reputation by their splendid resistance to hard wear and tear, combined with elegance in cut. Like every other necessary of civilised existence, leather has gone up so much in price that every manufacturer of foot-gear has been compelled either to raise the price or lower the quality. The "Lotus" makers decided that they must revise prices, for the quality must be maintained. Still, the prices remain very moderate, and such as can only be arranged because of the size of the business. There are "Lotus" agents in every town, who stock or can obtain all fittings and varieties of foot-wear for men as well as ladies.

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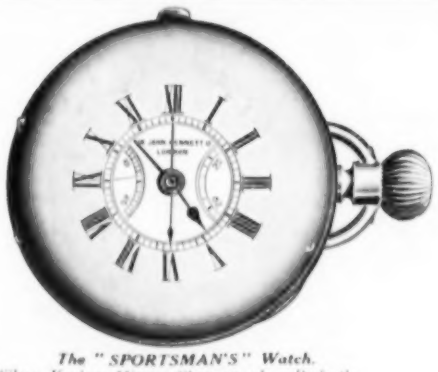

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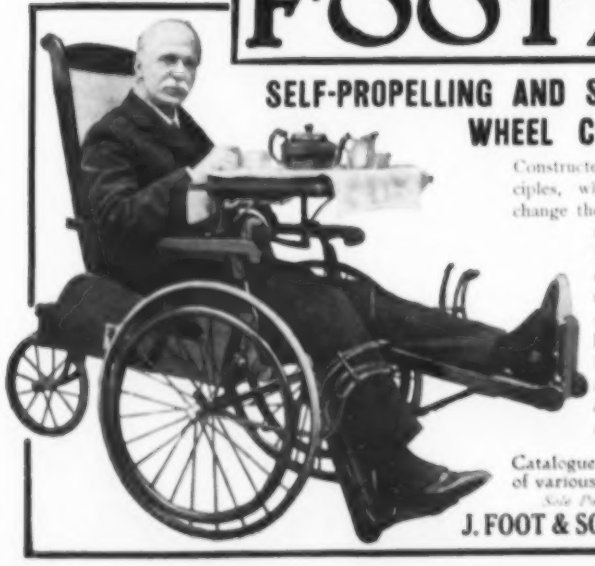

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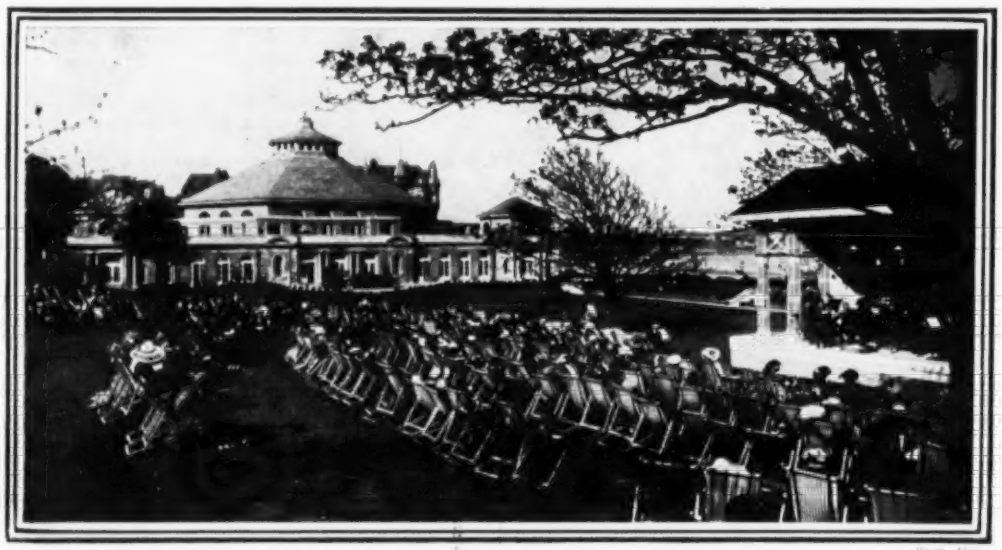
THE PLAYHOUSES.

"THE BARRIER," AT THE STRAND.

IT looks as if the superior sort of melodrama were likely to enjoy a fresh innings on the London stage. "Diplomacy" has been revived, and also "Jim the Penman." Of the novelties of the closing season, "Within the Law" has proved exceptionally successful. And now comes "The Barrier," another play in which subtleties of character are given the go-by for the sake of exciting and sensational effects. Like the Haymarket piece, it hails from the States, being an adaptation prepared by Mr. Philip Hubbard from a novel by Mr. Rex Beach; but, unlike most adaptations, it possesses a compact story, and with that something in the nature of an atmosphere. The novelist or the playwright may be indebted to Bret Harte, but between them they have managed to create a picture of the rough life of a mining camp in Alaska which seems more than superficially plausible. If the fracas in the store-keeper's hut, in which revolvers crack and a lamp is extinguished, might as well have happened in a Whitechapel slum as in the magnetic North; if the mystery of the birth of the heroine—supposed to be half-caste, but proved to be as white as her skin—might as well have had an African or Indian as an Alaskan setting, and could not well have been made more preposterous, there are, nevertheless, certain details of the play which have the appearance of being genuinely illustrative, and convey very pleasingly an idea of local colour. Thanks to these and to many scenes of strong emotion, "The Barrier" should appeal to a wider audience than the merely unsophisticated. Especially as its English cast act with all the strenuousness we are apt to think that in local drama of this sort can only be provided by American players. Miss May Blayney, to be sure, as heroine, is just a trifle too strenuous, exhibits rather too much effort in her strivings after pathos, but Mr. Matheson Lang's romantic French-Canadian trapper, Mr. Malcolm Cherry's matter-of-fact American officer, Mrs. Luna Lynden's statuesque squaw, and the stage crowd of miners, seem all of them the "real thing."

Photo. Keig.

THE SPLENDID NEW KURSAAL AT DOUGLAS: LADY RAGLAN INAUGURATING THE FOUNTAIN DISPLAY.



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THE INAUGURATION OF THE NEW KURSAAL AT DOUGLAS: GUESTS LISTENING TO THE BAND.

MANXLAND'S NEW PALACE OF DELIGHT.

MANY and varied are the charms and attractions of Douglas, Isle of Man, for the holiday-maker on pleasure bent. They are, though, all outdone by the Kursaal, a palace of pleasure worthy of ranking with the best the Continent can show—the "Villa Marina Kursaal," to give the new home of delight its full style. Artistic taste of a high order has been the guide in its building, and the programme of entertainments for this season promises attractions worthy of their setting. To crown the enterprise, no more auspicious send-off could have been given to the Kursaal—for the building of which the Corporation of Douglas, it should be added, are responsible, at a total cost of £92,000. The Kursaal sprang into active life, so to speak, on Saturday, July 19, when Lord Raglan, the Governor of the Isle of Man, with Lady Raglan, performed the opening ceremony in the presence of a great gathering, many of them guests of distinction who had travelled specially from London for the event. It formed a very picturesque ceremony, a silver bell, engraved with the mottoes of Lord and Lady Raglan, being employed to give the inaugural signal, in place of an ordinary opening-day key. The ringing of the bell by Lady Raglan was the signal for the curtain to rise in the great hall of the Kursaal, whereupon the National Anthem was sung, and Lord Raglan declared the building open. Lady Raglan performed the opening ceremony of the Kursaal gardens by turning on the water to the fountains. The Kursaal is built to hold 3000 people. The Large Hall, which is its chief feature, is adapted for all kinds of entertainments, and is surrounded by a raised promenade corridor whence there is a view of the stage. All round the gallery level are openings on to a series of roof-gardens. The grounds extend over some eight acres, and from the sloping lawn on which the bandstand and open-air theatre have been erected is gained a grand panoramic view of Douglas Bay. Among those who are to appear in the programme there during the next weeks are the Imperial Russian Ballet, Mme. Melba, Miss Christine Bywater, Mr. George Robey, Little Tich, Miss Ruth Vincent, and Miss Margaret Cooper.

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THE Great Western's attractions in the new Bank Holiday programme are as follows: (Day trips) Aug. 1—to Cheltenham, Droitwich, Oxford, Stratford, Malvern, Shrewsbury, and North Wales, etc.; Aug. 2—to Bath, Bristol, Hereford, Cheltenham, Chester, Liverpool; Aug. 3—to Taunton, Exeter, Dawlish, Teignmouth, Torquay, and Plymouth (also half-day trips); Aug. 4—to Stroud, Gloucester, Cheltenham, Weston, Bath, Bristol, Newport, Cardiff, Birmingham (Races), Wolverhampton, Leamington, Warwick, Yeovil, Dorchester, Weymouth, Oxford, Stratford, etc. (also half-day trips); Aug. 5—to Birmingham (Races), Stratford (also half-day trips); Aug. 6—half-day trips to Weston, Birmingham, Wolverhampton, Leamington, Warwick, etc. Period bookings will be given by most of the day and half-day trips, and week-end tickets will be extended over the holiday.

The London and South Western offer cheap trips on Aug. 3 to Exeter, Dartmoor, Plymouth, Ilfracombe, etc., returning Monday night. On Bank Holiday, a half-day express to Swanage, Weymouth, etc., leaves Waterloo 11.22 with luncheon and supper cars. Week-end tickets will be extended. For Normandy, passengers leave Waterloo by supper-car train at 9.45 p.m., sleep while crossing to Havre, can spend whole day on the Norman coast, sleep returning to Southampton, breakfast in the train, and reach London 9 a.m. On July 29, 31, and Aug. 2 there are trips to Cherbourg; on Aug. 1 and 2 to St. Malo (for Brittany); on July 31, Aug. 1 and 2 (day and night boats) and 4 to Havre, Rouen, etc.; and on same dates to Paris, for fifteen days or less; on Saturday, Aug. 2 seventeen-day tickets to Guernsey and Jersey will be available by day and night boats.

On the Brighton line extra trains will be run from London Bridge, Victoria, Kensington (Addison Road), etc., to the South Coast towns on Aug. 1, 2, and 3. Cheap tickets covering the holiday will be issued; also from suburban stations to all the seaside and health resorts by all trains, available to return on Sunday, Monday, Tuesday, or Wednesday, Aug. 3 to 6; and eight or fifteen-day cheap tickets will be issued from London on Friday, Aug. 1. "The Southern Belle," from Victoria to Brighton at 11 a.m., will run on Bank Holiday. On Sunday and Bank Holiday, trains at day excursion fares will be run from London; through tickets are issued via City and South London Electric Railway. Half-day excursions will run on Sunday, Aug. 3, to Brighton, Eastbourne, Arundel, Littlehampton, and Bognor, and on Bank Holiday to Brighton only. There will be daily excursions to the Surrey pleasure resorts, and extra trains to the Crystal Palace. On Saturday afternoon (Aug. 2), a special service leaves Victoria for Dieppe, Rouen, and Paris at 2.20 p.m., available for ordinary and excursion tickets.

The Great Central publish excursion facilities to over three hundred resorts in the Midlands, Yorkshire, Lancashire, and the North of England, special trains leaving Marylebone constantly on Aug. 1, 2, 3 and 4, equipped with restaurant-cars, at moderate tariff. Day excursions are arranged to many picturesque and historical places in the Home Counties, with cheap fares for walkers and cyclists. Apply, Marylebone Station, or Publicity Department, 216, Marylebone Road, N.W.

The South-Eastern and Chatham issue excursion tickets to Paris, via Folkestone and Boulogne, by train leaving Victoria 2.45 p.m., Aug. 2, and expresses leaving Charing Cross 10 a.m., July 31, Aug. 1 to 4, also by the 1.58 p.m. on same days. Excursionists can use the night mail service from Charing Cross, 9 p.m. each evening, July 31 to Aug. 4, via Dover and Calais, returning from Paris 8.25 a.m. or 3.20 p.m., via Boulogne, or 9.20 p.m., via Calais, within fifteen days. Cheap tickets to Brussels are issued from July 31 to Aug. 4, inclusive, available fifteen days. Cheap fifteen-day returns to all Dutch towns, via Queenborough and Flushing, will be issued from July 30 to Aug. 4, leaving Victoria and Holborn 9.55 a.m.; also eight-day returns to Ostend, the Ardennes, etc. The Continental services run as usual, and on Aug. 5 a special leaves Boulogne at 8.45 a.m., reaching Charing Cross 12.10 p.m. Week-end tickets to the English pleasure and coast resorts on the system will be extended, and excursions will run daily from Aug. 1 to 6.

Among the facilities by the Great Eastern are included special excursions to the Eastern health and coast resorts and Scotland every Thursday, Friday, and Saturday. For the Bank Holiday, week-end tickets to inland stations will hold till Tuesday and Wednesday in certain cases, and special and relieving trains will run, with numerous restaurant-car expresses. On Saturday, a special midnight train leaves Liverpool Street at 12.45 for Norwich, Yarmouth, and Lowestoft, via Ipswich, calling at the principal intermediate stations. A supper train will leave Liverpool Street at 12.3 (night) for Colchester and Clacton. On Aug. 5, additional expresses will run from coast resorts and principal inland towns to London. There will be excursions on Aug. 3 from Liverpool Street to Hertford, Cambridge, Colchester, Clacton, Walton, and Harwich; also from Liverpool Street, Fenchurch Street, and suburban stations to Southend and Burnham-on-Crouch. On Bank Holiday, the half-day excursion to Clacton leaves St. Pancras at 11.30 a.m., calling at all stations, Highgate Road to South Tottenham inclusive. A special booking-office will be opened at Liverpool Street Station from July 28 to Aug. 2. Apply for programmes, information, and tickets to the Line Superintendent, Liverpool Street.

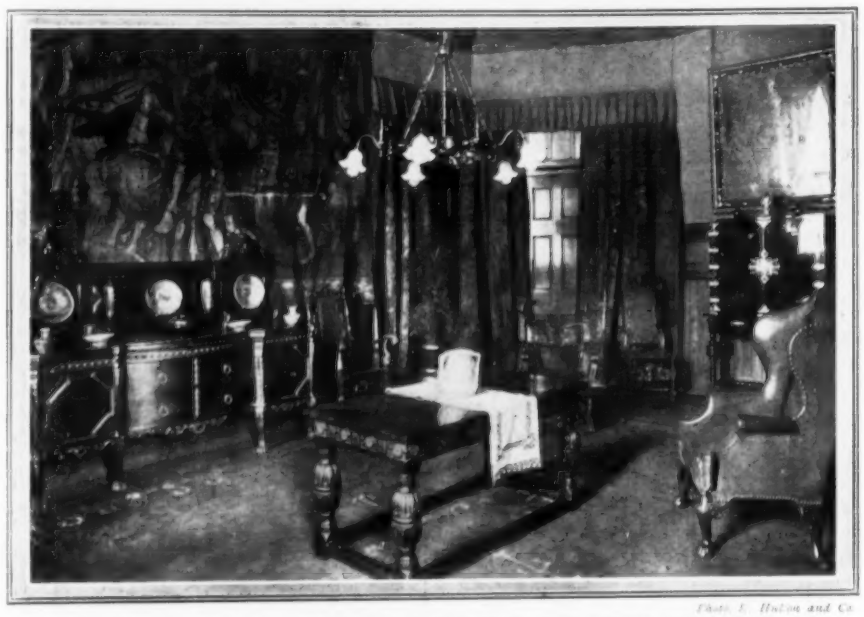


Photo. J. Hulton and Co.

FIT FOR A KING AND PREPARED FOR THE KING: THE "KING'S APARTMENT" AT MANCHESTER CITY HALL.

For the royal visit to Manchester during their Majesties' Lancashire Tour, Messrs. Waring and Gillow, Ltd., of Oxford Street, London, arranged the decoration of the City Hall. In the "King's Apartment," seen here, the walls were hung with tapestry of antique design, showing the Siege of Troy, and the doors with heraldic tapestry. The furniture was of rare carved oak, with an "Amboyna" cabinet, copied by the decorators from a fine specimen discovered in the district by Waring's; a beautiful Turkey carpet in royal red, with medallion centre, covered the floor.

Have a
NEW HOLIDAY
this year.

¶ Take a thorough change—of scenery—of surroundings — of relaxation and pleasure.

¶ The opening up of new and beautiful Continental Holiday Resorts by the P.L.M. Railway has made possible for the first time visits to many hitherto, except by the fortunate few, undiscovered beauty spots of France.

Cheap Independent Excursions
will be organised to
DAUPHINY—SAVOY—AUVERGNE
PROVENCE—CORSICA
On August 2nd and 30th

Make a note of these dates.

The cheapest return tickets from London to Clermont-Ferrand will be £2 : 4 : 5. Others in proportion.

Book early to Grenoble, Chamonix, Clermont-Ferrand, Cette, Nice, Ajaccio.

The number of tickets is limited.

Ask for Booklet "L" "Ideal Holidays" from
ALL TOURIST AGENCIES
and from the P.L.M. Offices, 170, Piccadilly, London, W.

PLM

INSIST ON
FREEZOMINT
The Original
Crème de Menthe Cusenier.

The Ideal Summer Drink—
Freezomint, crushed ice, and soda water.

There is no beverage so cooling, so wholesomely stimulating, so deliciously refreshing on hot summer days.

"Imitation is the sincerest form of Flattery," but don't be deceived by it.

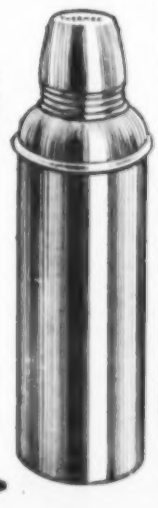
THE ONLY GENUINE
THERMOS FLASKS & JUGS
have "THERMOS" on them.

Thermos goods do keep liquids hot for 24 hours and cold for days, and give universal satisfaction.

Refuse all imitations—
they only waste your money and cause disappointment.

None genuine without the word "THERMOS."
Infringers of Thermos trade marks and patents will be prosecuted.

Can be obtained at all Jewellers, Ironmongers, Druggists, Stores, &c.



Sportswomen
—the world over
require protection from the weather.

This is ensured if their OUTER-Garments are of materials

'Cravenette' (Regd.)
PROOFED.

THE CRAVENETTE Co., Ltd., affix their stamp only to such cloths as are suitable in quality for shower-proof purposes; this stamp, therefore, is a guarantee of the quality of the material as well as of the weather-resisting properties.

REG.D TRADE MARK
Cravenette
PROOFED BY
THE Cravenette Co. LTD.

"CRAVENETTE" - Proofed Garments keep the wearer cool in warm weather, warm in cold weather, and dry in wet weather.

DUST PROOF as well as SHOWER PROOF

The "CRAVENETTE" PROOF has been awarded the certificate of the Incorporated Institute of Hygiene.

Obtainable in various textures and weights, in fashionable colourings and designs, from leading Drapers, Outfitters, etc. In case of any difficulty, please write us, and we will put you in touch with Retailers who will supply you with the genuine article.

THE CRAVENETTE Co., Ltd. (Dept. 25), Well Street, Bradford.

HAIR AND SKIN BEAUTY

PRESERVED BY CUTICURA SOAP

Assisted by occasional use of Cuticura Ointment.

Sample of each with 32-p. book free from nearest depot: Newbery, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N.S.W.; Lennon, Ltd., Cape Town, Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

WILDUNGEN SPA.

1,000 feet above sea level, charmingly situated, surrounded by mountains and splendid forests. This rapidly rising German Spa is renowned owing to its special advantages as a health resort for all suffering from Kidney and Bladder trouble, Gravel, Gout, Calculus and loss of Albumen.—14,327 visitors in 1912.

ROYAL BATH HOTEL, and twelve first-class Hotels.

THE FINEST GOLF LINKS ON THE CONTINENT.

Theatre, Tennis, Shooting, Orchestral Band, Dancing.

SEASON—JUNE TO SEPTEMBER.

For home treatment the waters can be obtained from INGRAM & ROYLE, 45, Belvedere Road, London, S.E.

Descriptive "Wildungen" Booklet will be sent post free upon application to the

WILDUNGEN ENQUIRY OFFICES, 23, Old Jewry, London, E.C.

S. FOX & C° LIMITED — PARAGON

FOX'S FRAMES

FOR UMBRELLAS & SUNSHADES

WHEN YOU BUY AN **UMBRELLA** OR **SUNSHADE**

Always open it and look for the Trade Marks on the Frame.

Don't judge by the Handle only, the Frame is the Vital Part.

After a test of 60 years **FOX'S FRAMES** are still the best in the world.

REFUSE ALL SUBSTITUTES.

S. FOX & C° LIMITED — PARAGON

MIDLAND

AUGUST BANK HOLIDAY COOK'S EXCURSIONS FROM ST. PANCRAS

July 31	Belfast and North of Ireland	16 days
Aug 1	Dublin, South and West of Ireland	
" 1	All Parts of Scotland	7 or 17 days
" 1	Blackpool, Lytham, St. Annes, Fleetwood	4,9,11,16, or 18 days
" 1&2 (nights)	Leicester, Nottingham, Lancs, and Yorks Towns	2 to 8 days
" 2	The Provinces, North of England, &c.	3, 5, or 8 days
" 2	EDINBURGH and GLASGOW (Daylight Excursion Corridor Restaurant-Car Express)	8 or 16 days
" 2	Peak of Derbyshire, Isle of Man, Yorkshire Spas, English Lakes, Ilkley, Liverpool, Southport, &c.	3,8,10,15, or 17 days
" 4	Matlock, Rowsley, Bakewell, (Restaurant-Car) (Connecting drive to Haddon Hall & Chatsworth Park)	½ day
" 4	Leicester and Loughboro'	½ to 3 days
" 4	Nottingham, Sheffield	1, 2, & 3 days
" 4 & 5	St. Albans	1 day
" 4 & 5	Harpenden, Luton, Bedford	Day & ½ day

WEEK-END TICKETS issued Friday, and Saturday, available for returning on following Sunday, Monday, Tuesday or Wednesday.

PROGRAMMES NOW READY. Apply to the MIDLAND RAILWAY CO., ST. PANCRAS, or any MIDLAND TICKET OFFICE, or office of THOS. COOK & SON, Derby. W. GUY GRANET, General Manager.

SATURDAY to MONDAY TICKETS available to return following Sunday, (after 6.0 a.m.), Monday, or Tuesday.

SOUTH EASTERN & CHATHAM RY.

AUGUST BANK HOLIDAY ON THE CONTINENT.

CHEAP TICKETS from certain London Stations.

Destination.	Days Valid.	Return Fares. 1 Cl.	2 Cl.	3 Cl.
PARIS	15	58/4	37/6	30/-
BRUSSELS (via Calais)	15	59/3	38/3	25/-
Do. (via Ostend)	15	49/9	31/6	20/3
BOULOGNE	3	22/6	—	14/-
Do.	8	30/-	25/-	17/10
AMSTERDAM	15	44/9	30/11	—
GHENT EXHIBITION (via Calais)	15	55/-	36/-	23/6
GHENT EXHIBITION (via Ostend)	15	44/-	28/6	18/6
CALAIS	3	24/-	—	15/6
Do.	8	31/6	26/6	20/6
OSTEND	8	31/10	23/10	15/9
LE TOUQUET	5	34/9	28/7	20/5
STE CÉCILE-PLAGE	5	32/10	27/0	19/2

BANK HOLIDAY IN THE GARDEN OF ENGLAND

WEEK-END TICKETS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted) will be issued from LONDON and certain Suburban Stations to the undermentioned Stations on August 1st, 2nd and 3rd, available for return on August 3rd, 4th, 5th and 6th.

Station	Return Fares. 1 Cl.	2 Cl.	3 Cl.	Station	Return Fares. 1 Cl.	2 Cl.	3 Cl.
Bexhill	14/-	10/6	8/-	Martin Mill	18/6	12/6	9/-
Birchington	15/-	11/-	8/-	Ramsgate	15/-	11/-	8/-
Broadstairs	15/-	11/-	8/-	Rye	16/-	12/-	9/-
Canterbury	14/-	10/6	8/-	St. Leonards	14/-	10/6	8/-
Deal	18/6	12/6	9/-	Sandgate	17/6	12/6	9/-
Dover	17/6	12/6	9/-	Sandwich	18/6	12/6	9/-
Folkestone	17/6	12/6	9/-	Tunbridge Wells	8/6	5/6	4/6
Hastings	14/-	10/6	8/-	Walmer	18/6	12/6	9/-
Herne Bay	14/-	10/-	7/-	Westgate	15/-	11/-	8/-
Hythe	17/6	12/6	9/-	Whitstable Town	14/-	10/-	7/-
Littlestone	16/-	12/-	9/-				
Margate	15/-	11/-	8/-				

CHEAP DAY EXCURSIONS on **BANK HOLIDAY** from **LONDON** to certain Seaside and Country Stations.

ANGLO-GERMAN EXHIBITION at the **CRYSTAL PALACE.** Cheap Return Tickets including admission will be issued from London to the **HIGH LEVEL STATION** on **BANK HOLIDAY.**

For particulars of Excursions, Alterations in Train Services, etc., see Holiday Programme, obtainable at any of the Company's Agencies or Stations.

FRANCIS H. DENT, General Manager.

BY THE CORNISH SEA

FOR DELIGHTFUL, BRACING HOLIDAYS.

THE rugged grandeur of the North Cornwall coast is, of course, its special charm, but there is also a combination of delightful contrasts that makes the complete change so essential to ensure a beneficial holiday. Here are windswept hills and sheltered vales, the thunderings of giant rollers on the rockbound shores, the music of rippling streams rushing seawards through luxuriant glens, the invigorating breezes from across the Atlantic, sweetly-scented zephyrs from the moors, gaunt grey cliffs towering into the sky, guarding quiet havens with lovely stretches of sparkling sands, magnificent prospects across country and grand Channel views, and last, but not least, daylight lingers—sunset being half an hour later than in London—thus allowing of all being enjoyed to the utmost extent.

At both Bude and Padstow excellent and ample accommodation is provided for visitors, and in the matter of attractions everything is thoroughly up-to-date; near Padstow is the splendid St. Enodoc golf course. Boscastle, a pretty village with curious harbour, and Tintagel, for King Arthur's Castle and Rocky Valley, are the "show" places most frequented by tourists. Other small but attractive resorts are: Crackington Haven, Port Isaac, Port Gavern, Harlyn Bay, etc., and inland, Launceston, Wadebridge, and Bodmin make good centres. Coaching tours are the feature of a North Cornwall holiday, and boating, bathing, golf, tennis, fishing, bowls and other pastimes can be indulged in. Return fares from London from 22s. 0d.

EXCURSIONS EVERY WEEK from LONDON (Waterloo) to these and other charming resorts in Devon, Cornwall, and the Sunny South, or across the Channel in Normandy, Brittany, etc.

SPECIAL EXCURSIONS FOR AUGUST BANK HOLIDAY, including to PARIS—via Southampton—July 31, Aug. 1, 2 & 4 (26s.)

For full particulars, see Holiday Programme.

TRAVEL BY L. & S. W. R.

H. A. WALKER, *General Manager.*

G. C. R.

BANK HOLIDAY EXCURSIONS —TO— *COAST & COUNTRY HEALTH RESORTS,*

In the MIDLANDS, YORKSHIRE, LANCASHIRE.

N. E. AND *N. W.* Coasts	Scarboro', Cleethorpes, Bridlington, Filey, Southport, Blackpool, Lytham, Isle of Man.
Chiltern Hills & Shakespeare's Country.	DAY & HALF-DAY TRIPS

From LONDON **MARYLEBONE.**

Special Programme of Cheap Excursion Facilities for convenient periods can be obtained FREE at Marylebone Station, G.C.R. Town Offices, Dean and Dawson, &c. [illegible] and London Branch offices, or by post from Publicity Dept., 216, Marylebone Road, N.W.

SAM FAY, General Manager.

AUGUST BANK HOLIDAY.

G.W.R. THE HOLIDAY LINE.

The Great Western Railway offers special facilities in connection with the August Bank Holiday for visiting DEVON, CORNWALL, WESSEX, NORTH & SOUTH WALES, IRELAND, BIRMINGHAM, and the NORTH. In addition to the magnificent service of Express trains, which will be considerably augmented, a large number of excursions at cheap fares will be run. No better travel, no greater comfort than that offered by the Holiday Line. Travel by the Great Western and start your holiday when you board the train.

WEEK-END TICKETS available from Friday and Saturday to Monday or Tuesday will be extended at August Bank Holiday, and passengers holding these tickets will be allowed to return on Wednesday, August 6.

SATURDAY TO MONDAY TICKETS will also be extended at August Bank Holiday, to give a return on Tuesday, August 5.

Pamphlets giving full details of Weekly Excursions, August Bank Holiday Trips, Tourist and Week-End Tickets, &c., obtainable free at G. W. R. Stations and Offices, or from Tourist Development, 65, Haymarket; or send postcard to Enquiry Office, Paddington Station. 'Phone—7000 Paddington. FRANK POTTER, General Manager.

"Everything for the Traveller."

Finnigans

New Shirt Holder

Holds Eight Dress Shirts

In Pigskin 37/-
Best Hide 55/-
Selected Crocodile 105/-

Ask for Pamphlet No. 6702.

LIVERPOOL: 59, Bold St.; 37-41, Dale St.

18 New Bond Street, W.

MANCHESTER: 123, Deansgate; 113-115, Market St.

Make your HAIR beautiful!

Nature intended your hair to be beautiful. But unnatural conditions of living—insufficient outdoor exercise, worry, overwork, the strain of social duties, ill-health, &c., have robbed it of its natural lustre, and made it brittle, dull, scurfy. If you wish to make your hair beautiful, you must assist nature in nourishing the hair roots by daily rubbing into the scalp

ROWLAND'S MACASSAR OIL.

This beautiful natural oil, delightfully perfumed with genuine Otto of Roses, being of an extremely fluid quality, flows quickly to the roots of the hair and affords the nourishment essential to the growth of

LUXURIANT HAIR.

It removes scurf and prevents its recurrence, restores elasticity and strength, prevents falling out and premature greyness and baldness, and imparts a beautiful lustre.

It is also an excellent dressing for false hair, and gives to whiskers, beard and moustache a dark hue and wavy appearance.

Prepared in a golden tint for fair hair.

Sold in 3/6, 7/- and 10/6 sizes by Stores, Chemists, Hairdressers, or ROWLANDS, 67, HATTON GARDEN, LONDON.

THE CHRONICLE OF THE CAR.

Industrial Motors at Olympia.

We have become accustomed, in a detached sort of way, to think that although there is progress in the design of the motor vehicle from year to year, it is relatively little. November comes round and brings the Show, and we read that in this model and that there is "no change except in detail." Of course, little changes in detail amount to something considerable in the sum, although they may not be readily observable to the casual looker-on, and even to the expert they may not in themselves be very striking. I have had an object-lesson in progress during the week just ended, and I really think that for the first time I have realised what immense strides have been made of late in the design and construction of the motor vehicle. It is five years since the S.M.M.T. held the last Commercial Vehicle Show, and I can well remember the general trend of design at that time. I went to Olympia on the opening day of the late Exhibition, and was astounded at the difference—the vehicles were simply not the same thing at all. It is utterly impossible to compare the vehicle of to-day with its precursor of five years ago, for the very simple reason that the two have nothing in common save that they are both motor-cars; and when we think that progress has been just as marked in the case of the pleasure-car, it makes us wonder how it is that we have never quite realised how rapid the advance has been. Go to Olympia and compare, for example, the latest Fiat cab shown there with the awful contraptions that passed for public-service vehicles half a decade ago, and you will be astonished at the progress the comparison will demonstrate. And then remember that these two types are fairly representative of the pleasure-cars of their respective times, and I think you will agree that annual Shows, while they are interesting and necessary, do not bring home adequately the real advances that are being made in motor-car construction.

From Cape Town to Cairo by Motor.

An expedition left England last week of which little has been heard until the eleventh hour, but one which will be interesting to follow if it succeeds in its object—of which there is very little doubt. A party headed by Captain Kelsey, of the Welsh Regiment, is to undertake to travel from Cape Town to Cairo, and thus to pioneer a route which will, one of these days, be a main highway from end to end of the Dark Continent. The car on which the journey is to be made is a 25-50-h.p. sleeve-valve Argyll, which has been specially built for the expedition. On Thursday of last week the car attended at Kensington Palace, where it was christened by H.R.H. the Duchess of Argyll "Louise of Argyll," and on the following day it was driven, by command of his Majesty, to Buckingham Palace for inspection by the King, who manifested the greatest interest, not only in the expedition and its objects, but in the details of the car itself.

TO CROSS AFRICA FROM THE CAPE TO CAIRO: THE SPECIAL 25-50-H.P. ARGYLL CAR FOR CAPTAIN KELSEY'S EXPEDITION.

This is the Argyll car specially built for the Survey Expedition from the Cape to Cairo, which the King inspected at Buckingham Palace on July 18. The Expedition sailed on July 19 from Southampton by the "Balmoral Castle." Tents and bedding are packed between the iron uprights and side of the car over the rear wheel, and the body can be used as a pontoon to carry chassis, engine, and baggage across rivers.

The party accompanying Captain Kelsey consists of Mr. J. C. Cunliffe and Count Cornegliano, who are well-known big-game hunters; Mr. Scott-Brown, as photographer to the expedition; Mr. Gilliland, special correspondent of the *Daily Telegraph*; and Mr. Angus Mackaskill, of the Argyll staff. The distance the expedition will have to travel between Cape Town and its objective is, roughly, 7500 miles, and, allowing for all contingencies, Captain Kelsey calculates that it will take about eleven months. Of course, the whole of this time will not be occupied in actual travelling, since the objects of the expedition are not entirely summed up in the mere attempt to motor from one end of Africa to the other. A good deal of geographical and other research work is to be undertaken by the members of the expedition, which will occupy the greater part of a year—the time that, as I have said, the journey will probably take.

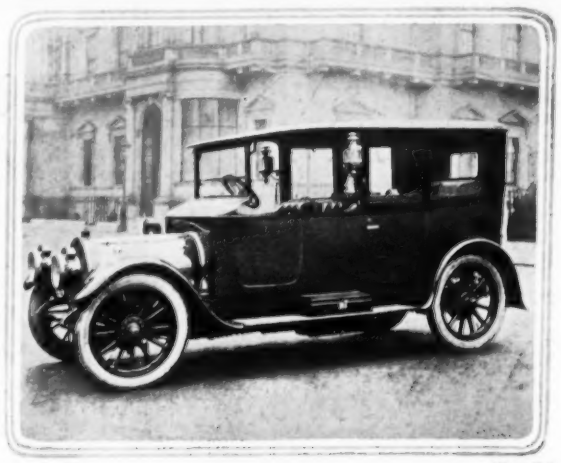


Photo. Sale.

A DUCAL CAR OF ALL-ROUND EXCELLENCE: THE DUKE OF LEEDS' NEW 26-H.P. SIX-CYLINDER DELAUNAY-BELLEVILLE.

The chassis has a specially designed, dome-roofed torpedo-limousine body by D'Ieteren Frères, painted dark-blue, with black mouldings and yellow under-carriage. The interior is upholstered in dove-grey cloth, and the back seats are of special contour and divided by a concealed arm-rest. The entire illumination is by electricity.

British Performances in the Grand Prix.

I was only able to give the bare result of the Grand Prix race last week, reserving comment on the performances of the leading competitors until now. For the second year in succession that fine driver, Boillot, on the equally fine Peugeot car, secured the premier award, followed closely by his stable companion, Goux, on another Peugeot. Certainly, the Peugeot people have nothing to learn from anyone regarding the construction of a racing-car, and, moreover, their touring-car is not a whit behind in merit. But we should be something less than human if we did not look first at the

[Continued overleaf.

The Grand Prix.

Standard v. Racing Engines.

A few facts about the SUPREME

SUNBEAM

and engine capacities.

PEUGEOT	5654 cc.
SUNBEAM	**4494 cc.**
DELAGE	6234 cc.
SCHNEIDER	5501 cc.
EXCELSIOR	6107 cc.

The engine of the winning car was 25 % larger than that of the Sunbeam.

The Sunbeam engines were the smallest of any of the eleven cars which finished. Sunbeams did not race with special racing monster engines, but engines of *standard design and size.* The regularity with which they covered lap after lap of the 570-mile course, with but a few seconds' variation, aroused the highest admiration. The Sunbeam car which finished third was only beaten by one firm, whose cars were fitted with special racing engines.

Sunbeams were fitted with Dunlop Tyres and Goodyear Detachable Wheels.

THE SUNBEAM MOTOR CAR CO., LTD., UPPER VILLIERS STREET, WOLVERHAMPTON. MANCHESTER: 112, DEANSGATE.

Agents for London and District: J. Keele, Ltd., 72, New Bond St., W.

The Romance of Don Para—of Avon.

IV. THE HONEYMOON.

The Avon Tyre is put to the final test of the road, and is universally pronounced excellent.

the happy Don Para and his no less happy bride departed upon their honeymoon—a tour through all countries, on all roads, in all conditions, and for all time. With a steadfast determination to stick together in rain or shine, mud or dust. And how they won the whole-hearted approbation of motoring, managed by virtue of strict attention to their obligations and the smooth running of their family circle.

The universal popularity of AVON TYRES is a guarantee of the great satisfaction they invariably afford. It is an accepted truism that the motorist who once specifies AVONS, comes again, and renounces experiments from then onwards; for he knows that the great matter of tyre-trouble is finally overcome as far as is conceivably possible by AVONS.

THE AVON INDIA RUBBER CO., LTD.

London: 19, Newman Street, Oxford Street, W.
Bristol: Bristol Bridge. Birmingham: 204, Corporation St.
Manchester: 229, Deansgate. Glasgow: 250, Buchanan St.
Paris: 88, Avenue des Ternes.

Head Offices and Works .. .. MELKSHAM, WILTS.

Have YOU tried our GOLF BALLS? Avon 2/-, Nova 1/3, Arc 1/- (Several types).

Trade Mark

AVON TYRES

End Your Skin Trouble

Once and for all

There's no earthly reason why you should be tormented and disfigured by skin illness, for Antexema will rid you of it so completely it will never return. We often find that skin sufferers have been so disappointed by doctors, specialists, and ointments that they despair of a cure, and we say to all such — "Try Antexema." You will soon realise what a wonderful remedy it is. To actually use it is a thousand times more convincing than any other argument. The first touch of Antexema stops all the itch, burn, and discomfort. Every time it is applied the bad place is soothed and comforted in a most delightful fashion. Soon the affected part looks healthier, you notice that new skin is growing, and in a few days discover that every sign of skin illness has finally disappeared.

Get Antexema to-day.

Eczema, of any kind and at any age, rashes of all descriptions, face spots, pimples, bad legs, bad hands, insect bites, scalp troubles, and scores of other skin complaints of children and adults are cured by this beautiful, soothing, healing, emulsive cream, which is invisible on the skin

Mr. T. W., of Swannington, writes:—"My baby, who is six months old, suffered agony from dry eczema from the age of six weeks. I tried nearly everything, but she only got relief for a time, and the trouble broke out again. I had to keep her hands tied to her waist for three months, so that you can imagine how much she suffered. I thought at last she never would get right, but after using a bottle and a half of Antexema, her face is as clear as possible, and her hair is growing beautifully." Please remember there is no substitute for Antexema, which succeeds when all else fails.

Antexema always succeeds.

Do your duty to your skin and get Antexema to-day. Supplied by all chemists and stores everywhere. Also of Boots Cash Chemists, Army & Navy, Civil Service Stores, Harrod's, Selfridge's, Whiteley's, Parke's, Taylor's Drug Co., Timothy White's, and Lewis & Burrows at 1/1½ and 2/9 per bottle, or direct, post free, in plain wrapper, 1/3 and 2/9, from Antexema, Castle Laboratory, London, N.W. Also in India, Australasia, Canada, Africa and Europe.

"Antexema"
CURES EVERY SKIN ILLNESS

No more Ugly Ears

Why allow your child to be annoyed in later life by outstanding ears, when you can easily prevent it now? Get the Claxton Ear-Cap, and let it be worn in the nursery and during sleep, and any tendency to ugly ears will soon be corrected. The pressure exerted is imperceptible, but thoroughly effective, and the cartilages of the ear are gently moulded while they are pliable, and beautiful, well-placed ears in adult life are thus ensured. In addition, the Claxton Ear-Cap prevents the hair tangling during sleep, and causes the child to breathe through the nose instead of the mouth, which is so common a cause in chest and throat troubles. Patronised by the nobility, gentry and medical profession. The

Claxton Ear-Cap

is the recognised standard appliance, and is made in twenty-one sizes, and directions for measurement are given at foot. The Claxton Ear-Cap may be obtained of all chemists, stores, and outfitters at 4/-; and purchasers should look for the little silky gauze diamond on the ear shown in illustration above. To order direct fill up and forward form below.

Special Order Form

To L. L. Claxton, Castle Laboratory, London, N.W.

Herewith please find remittance for 4/- for the Claxton Patent Ear-Cap. The measurement right round head touching points A and B is ..... and from lobe to lobe of ears marked D, touching at point C, is .....

Name .....

Address .....

I. L. News, 26/7/1913 .....

"No Better Car on the Road."

If you are interested in Commercial Vehicles see our Exhibit at

Olympia, July 18-26 Stand No. 83

We are showing a 25 h.p. 3½-ton Lorry, and a 14-18 h.p. Commercial Traveller's Brougham.

MORGAN & CO., Ltd.,
127, Long Acre, W.C.
10, Old Bond Street, W.

The Unanimous Verdict of the Press Motor Experts respecting

THE NEW 14-18 h.p.

ADLER

with SUPERB

Morgan Coachwork.

Tubes changed in 3 Minutes

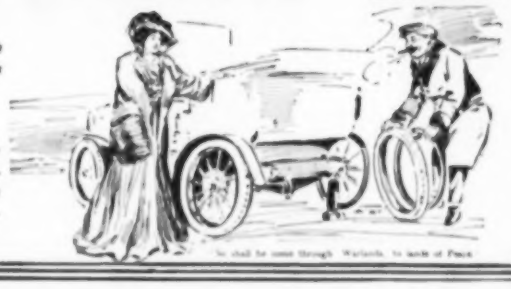
easily and quickly without straining the covers or tearing them in the slightest degree.

THIS is only one of the many strong points which have won for the Warland Rim its extraordinary popularity. Think of the time saved on the road when dealing with punctures—think of the saving in tyre wear-and-tear. If your car is fitted with the Warland Rim there is no need to disfigure it by carrying a spare wheel. You simply take spare tubes in your tool box.

WARLAND DUAL RIMS.

Let us send you our latest batch of interesting booklets with names of nearest agents.

WARLAND DUAL RIM CO.
(Box No. 2003), Alma Street, Aston, Birmingham. London Show Rooms: 111, Great Portland Street, W.



"C.A.V." Motor Car Lighting.

THE

"SWAN"

BEST OF ALL FOUNTAIN PENS.

All Stationers sell "Swans." We maintain in perfect order. Every "Swan" is guaranteed. We allow for other and old pens. We can match any steel pen.

Prices— from 10/6

Catalogue free on request

MABIE, TODD & CO., 79 & 80, High Holborn, London, W.C.

Continued.]

performances of our own representative cars; and though British vehicles did not succeed in winning, I do not think we need be the least dissatisfied with the showing they made. We had only a single team in—the Sunbeams—and with them to run into third and sixth places, against cars of twenty-five per cent. greater cylinder capacity, is very good indeed. So once more I congratulate the Sunbeam firm on their success.

World's Records at Brooklands. More world's records were created at Brooklands last week during the meeting of the B.M.C.R.C. J. R. Haswell, the well-known amateur rider, on a 3½-h.p. Triumph, made new records for five hours, six hours, 250 miles, and 300 miles, the respective figures being 296 miles 1005 yards, 351 miles 1315 yards, 4 hours 13 min. 28 sec., and 5 hours 6 min. 59 2-5 sec.

Opel Successes at Ostend. In the Ostend International Reliability Race, an 8-20 Opel was first and a 6-16 Opel second. In the twenty kilomètre races, with flying and standing starts, and the two kilomètre races under similar conditions, these cars finished first in their respective classes. The Opel also won the prize for "Special Elegance."

Wire-Wheels in the Grand Prix. All the cars competing in the Grand Prix were fitted with detachable wheels, mostly of the wire-spoked tangent type. The two Peugeot cars, which finished first and second, were fitted with Rudge-Whitworth wire-wheels.

W. WHITTALL.

Hansa cars are now handled in this country by the Ritz Motor Company, Ltd., 87, Piccadilly, London, W., who have the sole concession for the British Isles and Colonies. It may be recollected that four Hansas started in the recent Alpine tour; all completed the course, and were awarded bronze plaques.

CHESS.

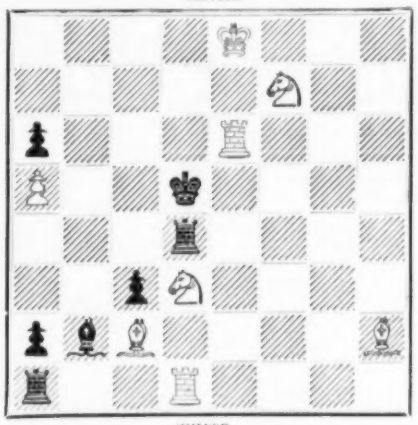
SOLUTION OF PROBLEM No. 3607.—BY J. W. ABBOTT

WHITE	BLACK
1. Q to R 7th	K takes R
2. Kt to Kt 4th	Any move
3. Q mates.	

If Black play 1. P to Q 5th, 2. Q to B 7th (ch); if 1. K to K 3rd, 2. R to B 6th (ch); and if 1. K to K 3rd, 2. Q to B 7th etc.

PROBLEM No. 3610.—BY H. MAXWELL PRIDEAUX.

BLACK.



WHITE.

White to play, and mate in three moves.

J GREEN (Boulogne).—We cannot give you the address of the composer you name without his consent.

J C STACKHOUSE (Torquay).—There is no solution of your problem if Black play 2. P to Kt 8th (a Kt, ch). If you send a corrected version, please submit it on a diagram.

J PAUL TAYLOR, JEFFERY JENNER, G BROWNE, E J POLGLASE, G STILLINGFLEET JOHNSON, and A M SPARKE.—Your respective problems are marked for early insertion.

CORRECT SOLUTION OF PROBLEM No. 3602 received from C A M (Penang); of No. 3603 from R Tidmarsh (Vernon, B.C.); of No. 3604 from R Tidmarsh, F Hanstein (Natal), and J W Beaty (Toronto); of No. 3605 from J Murray (Quebec) and J W Beaty; of No. 3606 from W Lillie (Marple), F T Shellard (Bristol), J B Camara (Madeira), J Verrall (Rodmell), F R Pickering (Forest Hill), and C Barreto (Madrid); of No. 3607 from F Glanville (High Wycombe), C Barreto, F R Pickering, W Lillie, Bedford (Chiswick), L Schlu (Vienna), F Beadles, and H F Deakin (Fulwood).

CORRECT SOLUTIONS OF PROBLEM No. 3608 received from L Schlu, G Stillingfleet Johnson (Seaford), J Cohn (Berlin), A L Payne, R J Lonsdale (New Brighton), W Lillie, E G Roberts (Southampton), J Green (Boulogne), J Gamble (Belfast), J Deering (Cahara), H F Deakin, F Smart, H S Brandreth (Weybridge), A W Hamilton Gell (Exeter), R Worters (Canterbury), J Willcock (Shrewsbury), Rev. J Christie (Redditch), H Grasett Baldwin (Norwich), H J M, J Isaacson, and C Dunn (Camberwell).

CHESS IN LONDON.

We extract the following game from the annual report of the City of London Chess Club. Among the best-played games in the Championship Tournament, it obtained the second prize. The first prize game, won by Mr. WARD against Mr. DAVIDSON, we have already published.

(*Staunton's Opening.*)

WHITE (Mr. MAAS)	BLACK (Mr. COLE)
1. P to K 4th	P to K 4th
2. Kt to K B 3rd	Kt to Q B 3rd
3. P to Q B 3rd	P to Q 4th
4. Q to R 4th	P to B 3rd
5. B to Kt 5th	Kt to K 2nd
6. P takes P	Q takes P
7. P to Q 4th	B to Q 2nd
8. B to K 3rd	P takes P
9. P takes P	Kt to K 4th

Kt to B sq, as played by Napier at Monte Carlo, is a better alternative.

10. Kt to B 3rd	Kt takes Kt (ch)
11. P takes Kt	Q to K B 4th
12. Castles Q R	P to Q R 3rd
13. P to Q 5th	Castles
14. B takes B (ch)	R takes B

The play is nearly all book, but the position certainly favours White.

15. P to Q 6th	P takes P
16. P to Kt 4th	Kt to Kt sq
17. K to Kt 2nd	

A useful move to prevent Black interposing with a check presently. It is significant that White has time for this quiet play.

17.	K to Kt sq
18. R to Q 5th	Q takes P
19. K R to Q sq	R to Q sq
20. P to Kt 5th	B to K 2nd
21. P takes P	P takes P
22. Q takes P	

Black can scarcely survive the attack in any case, but Q to B 6th would have shortened matters.

22.	R to Q 2nd
23. R to Kt 5 (ch)	R to Kt 2
24. K R to Q 5th	R takes R (ch)
25. Kt takes R	

Very pretty. If now Q takes R, White mates in three.

25.	B to Q sq
26. B to R 7 (ch)	K to R sq
27. Q to B 6 (mate)	

A well-won game.

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"Besides the dropsy, my back was dreadful; I hardly knew how to endure the ceaseless, annoying pain. It made me wretched and depressed.

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